

Navy News

FEBRUARY 1978 5p

BACK COMES

THE MIGHTY 'B'

Weeks of speculation about the future of H.M.S. Bulwark were ended in January with the official announcement that the 27,000-ton carrier which has been living in Portsmouth naval base for nearly two years in a state known as "PxO" is to rejoin the Fleet.

As the ship's company progressively builds up during the year to the 900 or so needed to operate her, the challenge facing them is to bring back into life marine engineering and other equipment, including main propulsion and generating machinery, which has been dormant since the carrier left the Fleet in spring, 1976, to go into "preservation by operation." But tests have shown that most of the equipment is basically in good order, while electrical and radar equipment has been kept ticking over.

Prophetic

Already some men have received drafts to join the 200 whose job has been the keep the ship as "live" as possible. So the sign "Bulwark will sail again", instigated last year by the commanding officer (Cdr. A. S. Carpenter) as a hopeful inspiration

to the ship's company, has proved prophetic. When the carrier emerges she will primarily be employed in the anti-submarine role, with the capability to operate Wessex and Sea King helicopters, but will also have a commando carrier capacity.

No major refit will be needed, although some modifications, as well as testing and tuning of equipment and paint work, will have to be carried out.

The official announcement by the Defence Secretary (Mr. Fred Mulley) said she would be brought to a fully operational state later this year as part of Britain's response to the call for improved readiness within NATO.

The carrier will be emerging at a time when H.M.S. Ark Royal comes to the end of her life (see centre pages). No indication has been given of the length of the new lease of life for the Bulwark, which was completed as a fixed-wing carrier in 1954 and later converted to commando carrier.

See Newsview (Page 18)

THE LONG, COLD HAUL...

PO Tony Brown at the wheel of Adventure during the long, cold haul across the Southern Ocean from Cape Town to Auckland — leg two of the Whitbread Round the World Race. Tony, pictured by fellow crew member

Lieut.-Cdr. Roger Caesley, knows Adventure better than most. Based at Hornet, the Joint Service Sailing Centre, at Gosport, he was permanent skipper of the yacht before she was chosen for the race.



Firefighters catch up

As Royal Navy and Royal Marine firefighters return to their establishments and many catch up on leave, the effect on the interrupted training programme is being carefully calculated.

Measures planned to help the "catching up" process include increasing the size of classes and running additional ones, but it remains difficult to estimate exactly how long will be needed to iron the "bubble" out of the system entirely — at least some months.

The idea is to clear it as quickly as possible and this includes the taking of outstanding leave, although some returning men have been needed for duty to set courses going again.

Backdated

Steps are being taken to minimise adverse effects on advancement dates, and it is planned to include a firefighting note in Service documents so that this factor can be taken into account.

In the Commons in January it was stated that the Government would take steps to ensure as far as possible that, where Servicemen's training courses had been interrupted, any increase in pay resulting from the completion of training would be backdated so that the men did not suffer.

(Continued in Back Page)

More to spend

The Defence Budget is to be increased by three per cent in real terms in 1979-80 over the revalued figure for 1978-79.

It has also been announced that there is to be a further increase of three per cent in 1980-81 subject to review "in the light of economic circumstances."

The 1978 Defence White Paper is expected to be published this month.



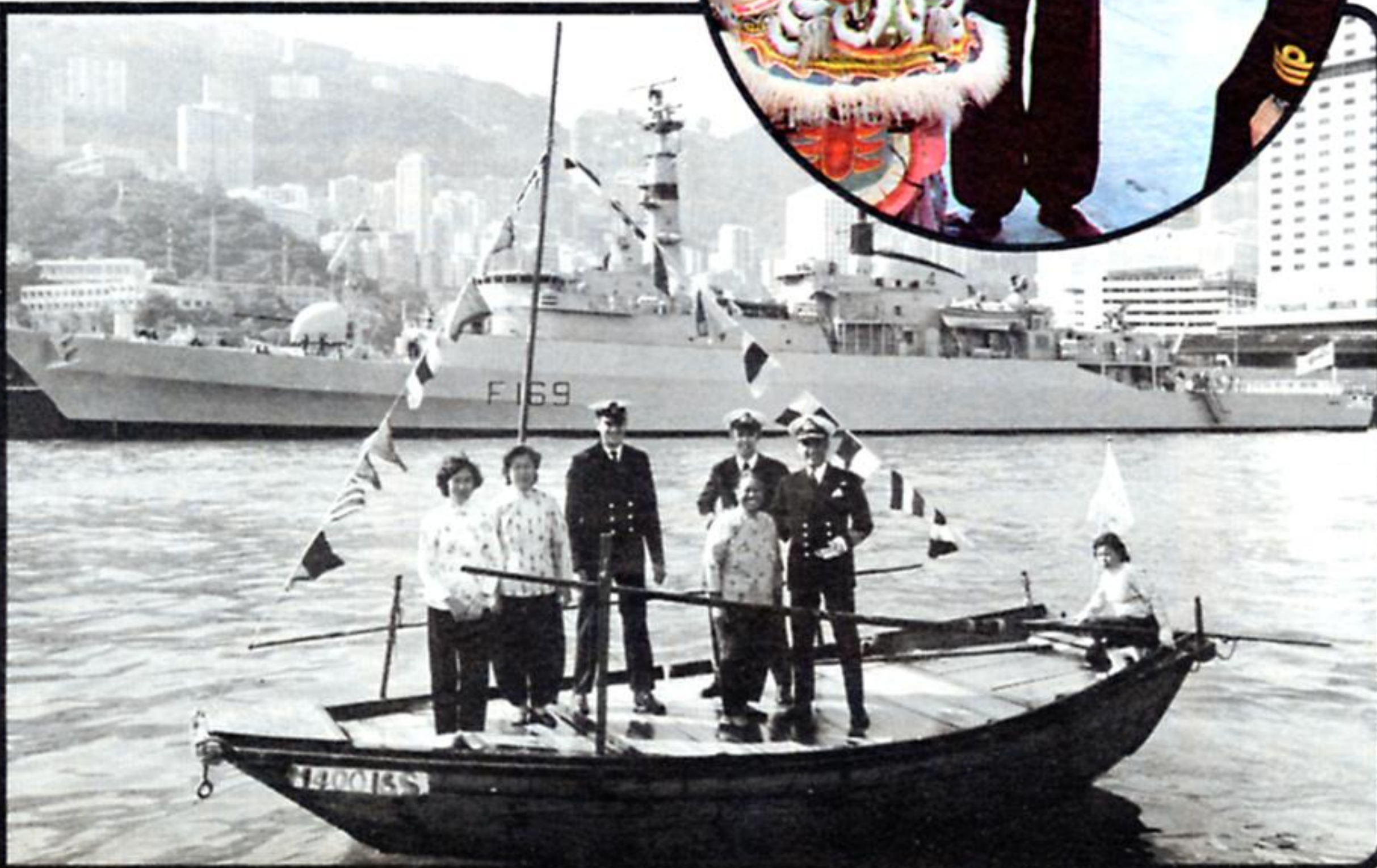
SAMPAN SPECIAL!

Jenny and her Side Party did their usual good "paint job" when H.M.S. Amazon arrived in Hong Kong as part of the Far East deployment — and later were joined on board their sampan by the commanding officer, Cdr. Bruce Richardson, the first lieutenant, Lieut.-Cdr. Bill Hutchison, and the buffer, PO Monty Stockham.

Jenny painted ships for the buffer's father — but was not sure if his H.M.S. Kent was the one with three funnels or four!

The colour picture shows Cdr. Richardson dotting the eyes of the traditional lion, which with its band of followers greeted the frigate on her arrival.

More Group Six news in Page 17.



You've gotta have money in the bank, Jack!

From April 1 all ratings of PO rank and above and leading rates on advancement are to have their pay credited direct to a bank account each month after normal deductions and allotments have been made. This will also apply to all leading rates from August 1.

Over a long period naval personnel have been encouraged to change to bank credit and, although many senior rates are already paid in this way, some have chosen not to make the change until obliged. Although it is not at present proposed to make bank payments compulsory for able rates and below, a significant proportion have already opted for this course.

This year's compulsory changes also apply to equivalent ranks and rates in the Royal Marines, WRNS, and QARNNS.

To assist in the transition to monthly payments there is an arrangement for a "settling in" advance of a fortnight's pay, which can be repaid over a three-month period. Personnel about to leave the Service will not be involved in the compulsory change.

ENDURANCE KEEPS AN EYE ON THE BIRDS

H.M.S. Endurance, the Royal Navy's ice patrol vessel, which has a major role in studying wild life in Antarctica and the Falkland Islands, was represented on January 11 at the launching of a project to help the World Wildlife Fund.

The Falkland Islands Government signed a contract in Port Stanley with the One Thousand and One Club to mint a series of three coins. Among those present were Prince Bernhard of the Netherlands and Sir Peter Scott, both members of the Club.

After the signing, the Governor of the Falklands, Mr. James Parker, gave a presentation on the work carried out by the Endurance in the Antarctic.

Mr. Parker and his wife were embarked in the Endurance during Christmas and the New Year and the ship took him to territories under his authority.

During a tour of South Georgia, the Sandwich Islands and the South Orkneys extensive photographic research into the vast seal, sea bird and penguin colonies was carried out with special reference to the rate of recovery of the fur seal colonies,

which came close to extinction during the 19th Century.

At Bird Island, the ice ship's helicopters photographed the reindeer, seal and penguin colonies there for later counting by experts. There are estimated to be more than 70 million penguins on the island.

Mountain

The Endurance had arrived in Port Stanley on December 13 after visits en route to Rio de Janeiro and Montevideo.

Crossing the Atlantic, the ship took depth readings of the sea bed and discovered an 11,600ft. underwater mountain — four times the height of Snowdon — which navigating officer Lieut. David Foster named Mount Victoria after his dog. The international authorities may have other ideas!

Survey work started on

Take his name!

December 18 and Christmas was spent in Grytviken, South Georgia, where the old church, little used for 14 years, was opened for a carol service.

The Endurance challenged the British Antarctic Survey team to a football match — and lost 7-0.

By tradition, the captain and the youngest member of the ship's company exchanged roles — and uniforms — in H.M.S. Endurance on Christmas Day. But a shock was in store for "Captain" (alias OEM) Paul Munday and the Master-at-Arms, LEM John Turnbull, during rounds.

Propped up against a bulkhead, and apparently (but not actually) the worse for drink, was Leading Seaman (alias Capt.) Derek Wallis. The problem, requiring a great deal of tact, was solved by the prompt disarming of Wallis to able seaman!



OEM Munday (with the stripes) on his first Antarctic season, and LEM Turnbull, a member of the ship's flight and on his second trip, were pictured during their confrontation with the errant "matelot." Inset: Capt. Wallis — as he normally appears.

Engadine issues a challenge

During 1977, R.F.A. Engadine clocked up 1,200 Lynx deck landings out of a grand total of 2,300 for the year and expects to maintain a healthy average in the foreseeable future.

Now a challenge has gone out from the helicopter support ship to the rest of the Fleet to match her Lynx experience. The gauntlet is down!

Between January and mid-March, using a Lynx from Boscombe Down, more than 800 monitored deck landings were carried out under all conceivable weather and sea conditions in four working weeks, an achievement that must reflect highly on the maintainability of the Lynx and the expertise of the back-up organization.

DEPLOYMENTS

Later in the year, sandwiched between training squadron deployments and front-line contributions to major exercises, both phases of the successful 700L Squadron Lynx Operational Evaluation were carried out on board.

The seal was set on the Engadine's happy association with the new helicopter when, during her refit last summer, what appeared to be a charcoal grill was let into the after spot of the flight deck.

But smart aeroplanes can't be fooled that easily. They recognized immediately that it was a grid for the harpoon deck lock — and the ship has been fighting them off ever since!

Bravery award for Naiad rating

POMEM Alan Griffiths (pictured here) was on watch in the boiler room of H.M.S. Naiad when a fuel pump diaphragm burst, spraying large quantities of diesel fuel around the engine room.

He quickly shut down the boiler, averting the very serious risk of a major fire, and earning himself a commendation from the Commander-in-Chief Fleet, Admiral Sir Henry Leach.

The citation praised "the determined and courageous way in which he disregarded his own personal safety for that of the ship."

POMEM Griffiths is still serving in the Naiad, which is now part of the Standing Naval Force Atlantic and is at present on deployment to the West Indies and North America.



BOUND FOR BOMBAY

Prospects of a visit to Bombay in February were looming large in the thoughts of men in H.M. ships Hecate and Hydra, engaged since December on a hydrographic survey in Iranian waters.

The two ships have spent relatively long periods at sea in the Gulf, interrupted only by a two-day break at the Iranian Naval Base of Bandar Abbas, and a five-day Christmas break at the island state of Bahrain.

The Hecate and the Hydra are starting a wide-ranging three-year survey of coastal waters which will eventually allow the Iranian Government to produce 26 large scale navigational charts.

While the ships "look at" the sea bed, their boats survey close inshore. Hoisting the boats inboard at dusk has occasionally been the ideal excuse to drop anchor for a spot of serious fishing.

So far the record catch has gone to the Hecate's canteen manager, Paul White, who landed an 87lb. whale shark on 37lb. breaking strain line. Shark steaks were the order of the day for the following lunchtime.

British families living at Bahrain made the ships' companies very welcome over Christmas. Bargain hunting was a popular activity in the busy town, much sport was played, and visits were arranged to the oil refinery and aluminium smelters.

BEAGLE SAILS

During the survey, the Hydra spotted a dhow drifting helplessly, batteries flat, diesel fuel contaminated with salt water. The survey ship put the batteries on charge and MECH George Hutcheson helped the Pakistani crew to repair and restart their engine.

H.M.S. Beagle sailed from Portsmouth in

January to join the Hecate and the Hydra. In June all three will return to the U.K. to be replaced by other survey vessels.

● H.M.S. Herald left Portsmouth at the end of January for three months of survey work off the Ghana coast.

A week earlier, when she was rededicated after a three-month refit, guests included the Hydrographer of the Navy, Rear-Admiral John Haslam, Flag Officer Portsmouth, Rear-Admiral Wilfred Graham, and Mrs. Mary Hall, wife of a former Hydrographer, who launched the ship in October, 1973.

The rededication cake was cut by Mrs. Patricia Hearsey, wife of the commanding officer, Cdr. Richard Hearsey, and the youngest member of the ship's company ASTWD Craig Forbes.

Later this year the Herald will join the Royal Navy survey in the Persian Gulf.

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

Shadow role for Leander

A period as North Sea fishery protection ship was interrupted for H.M.S. Leander on Christmas Day when she started shadowing the Russian carrier Kiev, deployed into the Atlantic.

The shadowing was continued by H.M.S. Salisbury on December 27 when the Leander sailed south for a delayed Christmas leave. H.M.S. Plymouth was also involved in the shadowing of the Soviet ship.

VISITS

The Leander's North Sea duty followed visits to Amsterdam and Zeebrugge. In the Netherlands port, the frigate entertained a party of 50 children, played hockey, rugby and soccer and toured the Heineken Brewery.

When the Leander sailed for Zeebrugge a guest on board was Dr. Joseph Luns, NATO Secretary-General, and his son. Dr. Luns was interested in all aspects of the ship and was "deeply impressed by the dedication, enthusiasm and friendliness of the officers, senior and junior ratings on board."

MEMN(P)1 D. W. Smith, H.M.S. Sultan. Due to join H.M.S. Conqueror at end of April as trainee MEAP of the watch. Will exchange for any S boat or Plymouth nuclear submarine.

REA1 A. Morgan CPO's Mess, H.M.S. Pembroke. Drafted to H.M.S. Aurora, June. In Devonport refit. EW billet. Will swap for any Chatham or Portsmouth ship.

ELMN(AW)1 G. D. Seddon, CPO's Mess, H.M.S. Daedalus. Drafted to H.M.S. Gannet, August 31. Will swap for draft to Daedalus.

LS(MW2) E. R. Veniard, 3 Mess, H.M.S. Wilton. Portsmouth ship. Will swap for any Chatham ship. Any Chatham billet considered.

AB(M) G. A. Williams, 22 Mess, H.M.S. Fearless. Due to join H.M.S. Tiger, April 24. Due refit. Will swap for H.M. ships Blake or Ark Royal or any frigate, preferably due deployment.

MEM1 (AMC JBD) — George, H.M.S. Hydra. Scale A, due to be rated ALMEM. March. Ship due Middle East deployment in autumn. Will swap for H.M.S. Bristol, Type 42, or any County-class GMD on return to U.K., June 30.

AB(S) K. F. Roddy, 3M Mess, H.M.S. Brighton. Due Devonport refit. Will swap for any ship going foreign.

AB(R) R. Tyson, 3M Mess, H.M.S. Brighton. Due Devonport refit. Will swap for any ship going foreign.

SEA(S) D. Keightley, 3 Mess, H.M.S. Brighton. Due Devonport refit. Will swap for any ship going foreign.

RO1(G) M. P. J. Saunders, 9 Mess, H.M.S. File. Drafted COMMEN Gibraltar, May. Will swap for any Plymouth or Portsmouth ship, preferably frigate.

LS(R) M. G. Fryatt, 9 Mess, Priority Block, H.M.S. Dryad. Due to join H.M.S. Charybdis (Plymouth), June. Will swap for any Portsmouth ship.

POMEM (BWC) L. J. Piper, R and IT Section, H.M.S. Sultan (ext. 2195). Drafted to H.M.S. Tiger. Due refit. Will swap for any Portsmouth ship going on deployment.

Wren Radar D. Blencowe, WRNS Quarters, H.M.S. Neptune. Drafted to H.M.S. Dryad, March. Will swap for anywhere.

LSTD M. Thatcher, Wardroom, H.M.S. Heron. Drafted to H.M.S. Charybdis, June 5. Will swap for any Portsmouth ship.

AB(M) F. A. Rose, H.M.S. Pembroke. Would like to swap a Rosyth MCMV for a Portsmouth MCMV.

Wren Writer (G) V. Duffy, WRNS Quarters, H.M.S. Neptune. Will swap for any South-West establishment or naval air station.

POCK L. Kish, Main Galley, Fraser Gunner Range, Eastney (ext. 6449). Drafted H.M.S. Berwick (Devonport), June. Will swap for any Portsmouth ship.

RO1(G) P. Johnson, 3E Mess, H.M.S. Plymouth. Will swap for H.M.S. Blake.

REM1 S. B. Massey, 3F1 Mess, H.M.S. Blake. Drafted H.M.S. Neptune, March 23. Will swap for any base or ship in refit (not Scotland).

OEM1 I. R. Coote, 3F2 Mess, H.M.S. Blake. Due transatlantic deployment. Will swap for any Portsmouth or Chatham ship.

PO(R) P. A. Rodgers. Drafted to Captain MCM (Shore) Rosyth, March 15 for seven months. Will swap for any Portsmouth shore base or long refit. Replies to 36 Boston Road, Wymering, Cosham, Hants, or 5 Mess, H.M.S. Antrim.

CEM1 T. McCormack, Hawkins 24 Mess, H.M.S. Drake. Serving in H.M.S. Defence, mobile FMU. Will swap for any ship or shore establishment in Portsmouth - Gosport area.

LCK — Anderson, 4 Mess, H.M.S. Hydra. Will swap for any Portsmouth ship or shore base.

AB(R) S. P. Nicholls, 2G1 Mess, H.M.S. Ark Royal. Will swap for any Plymouth ship in refit or on home sea service.

MEM1 S. Leatham, 3K Mess, H.M.S. Leander. Due transatlantic deployment. Will consider any Devonport frigate or establishment.

POCK C. A. W. Harvey. Drafted to H.M.S. Vernon. Will swap for any similar draft in Plymouth area or R.N. air stations Cuddeose or Yeovil. Replies to 6, Foxwood Gardens, Plymouth, Plymouth, Devon PL9 9HX.

SEA(R) T. Sansome, 2H Mess, H.M.S. Gurkha. In Rosyth refit. Will swap for any sea-going Portsmouth ship.

ALOEM I. Astley, 290 Mess, H.M.S. Collingwood. Drafted H.M.S. Bronington (Rosyth), August 14. Will swap for any shore base.

RO1(T) P. Davis, Priory House, H.M.S. Dryad. Drafted to H.M.S. Cleopatra, re-fitting Plymouth (April). Will swap for any Portsmouth ship.

AB(M) S. J. Green, 3J3 Mess, H.M.S. Ark Royal. Will swap for any Portsmouth ship or establishment. Anything considered.

MEM1 (AMC JBD) C. Gunn, 2E21 Mess, H.M.S. Ark Royal. Will swap for any Rosyth ship.

LREM D. Toms. To join H.M.S. Minerva, in Chatham refit until December. Will swap for any Portsmouth ship. Replies to Southern Club, H.M.S. Collingwood.

AB(R) C. Drew, H.M.S. Dryad. Drafted to H.M.S. Hermes, May. Will exchange Portsmouth ship.

REM A. Hunter, 3F Mess, H.M.S. Jupiter. Will swap for anything in Scotland. Ship must be TP trained.

LREM(A) P. H. Butler, 820 Squadron, 1P22 Mess, H.M.S. Blake. Will swap for H.M.S. Gannet, R.A.F. Lossiemouth or Leuchars, or RNAS Cuddeose. Blake due transatlantic deployment.

STD A. Towers, Blake D mess, H.M.S. Seahawk. Drafted to H.M.S. Fearless, April 24. Will swap for any other sea-going ship, preferably Rosyth-based and due to deploy.

STD R. Ramsay, H.M.S. Sheraton. Drafted to H.M.S. Neptune, May. Will swap for R.A.F. Leuchars or any Rosyth establishment.

LS(R) A. P. Newman. Drafted to RNAS Osprey, February 20. Will swap for any Plymouth establishment or ship in refit until June-July. Replies to 7, Shaftesbury Cottage, Northhill, Plymouth, Devon.

MEM1 (AMC) — Reeves, 5X0 Mess, H.M.S. Ark Royal. Will swap for any Portsmouth ship, preferably in refit.

POWTR R. P. Laurie, c/o H.M.S. Glasgow, Swan Hunter Shipbuilders Ltd., Neptune Yard, Wallsend, Tyne and Wear. Acceptance date, October. Will swap for any Devonport shore base or Leander in long refit. Any Devonport ship considered.

LMEM C. A. Brookes, Glow-worm Block, H.M.S. Sultan. Joining Portsmouth FMG Mobile, March 3 for nine to 12 months. Will swap for any Plymouth area establishment or ship in refit. Replies to Wingfield, Mount Hawke, Truro, Cornwall.

MEM1 (AMC) R. J. Paxton. Drafted to H.M.S. Antelope (Plymouth), April 4. Will swap for any Portsmouth ship or shore base. Replies to 478, Portsdown Park, Portsmouth, or ring Cosham 84854.

AMN1 L. Shannon, NATIU, H.M.S. Daedalus. Drafted RNAS Cuddeose shore service. Will swap any AMN or AA.

ALS (M) S. Wheeler, 3, Ayling Close, Rowner, Gosport, drafted H.M.S. Eurymachus, Portland Squadron (Devonport-based) March 1978, will swap for any Portsmouth - based ship.

AB(R) Lawrie, two years left to serve on board H.M.S. Laymoor, based in Greenock, will swap for any Devonport - based frigate, not Type 21. Replies c/o R.N.O. Greenock, R.N. Buildings, Greenock.

ALMEM F. Chesser, 2E21 Mess, H.M.S. Ark Royal, due for United States deployment early April, will swap for any Portsmouth - based ship.

AB(R) J. Duffy, Finisterra Block, H.M.S. Collingwood, drafted H.M.S. Stubbington (Rosyth) June 1978, will swap for any Chatham-based ship, in refit or otherwise. Would also consider Portsmouth.

AB(S) G. Burgin, drafted H.M.S. Reclaim July, will swap for any Portsmouth - based ship due deployment, or any minesweeper.

LS (S) P. Pegden, H.M.S. Ardent, will swap for any Portsmouth - based destroyer or frigate. Will also consider Plymouth-based Leander.

RO1(T) Rawlings, 4 Mess, H.M.S. Abdiel, drafted FOSN1, M.H.Q. Pitreave (Rosyth), April 3, will swap for any Devonport or London shore establishment or Devonport-based ship.

POREL(A) G. E. Cousins, 772 Squadron, R.N. air station Portland, drafted H.M.S. Daedalus (A.E.S.) February, will swap for any Portland or Yeovil.

LS(M) R. Brown, H.M.S. Yarmouth (Rosyth-based), will swap for any Portsmouth or Chatham ship or shore establishment.

OEMN1 J. H. Lambert, F.M.B. Rosyth (static) will swap for any Portsmouth or southern area billet. Replies to 161, Sherbrooke Road, Rosyth, Fife.

LSA Galloway, Tomkinson Block, H.M.S. Dolphin, will swap for any small ship or Type 42 due for West Indies, or any ship going abroad shortly. Telephone Portsmouth Naval Base ext. 41149.

OEM1 K. G. Robertson, H.M.S. Cambridge, due to join H.M.S. Dolphin for submarine's course July 3, will swap for any Devonport frigate. Replies to 107, Poole Park Road, St Budeaux, Plymouth.

AB (RP Star) K. R. Peel, drafted H.M.S. Diomedes May, will swap for H.M.S. Bristol or Type 42. Contact H.M.S. Lynx, R.S.U., Chatham.

NAM1 (AE) J. Flanagan, Station Flight, Cuddeose, wishes to swap with some rate at H.M.S. Gannet or R.A.F. Leuchars.

MEM2 P. Cairney, 3G21 Mess, H.M.S. Blake, due States deployment May, will swap for anything in Scotland.

STD K. Maddock, Yeovil Block, H.M.S. Heron, drafted H.M.S. Tiger, Portsmouth May 22, due for refit. Will swap for any ship due long deployment.

Wren RO1 M. A. Melia, drafted H.M.S. Centurion M.S.O. for 18 months, will swap for Commen Whitehall. Replies to Centurion M.S.O.

LS(M) P. Hill, 3E Mess, H.M.S. Yarmouth (Rosyth-based) will swap for any Portsmouth-based ship not deploying.

SA M. Everall, drafted H.M.S. Osprey April for eight months only, will swap for any Portsmouth area shore billet. Replies to Main Store, H.M.S. Dolphin, ext. 41179.

ALCEM R. C. Cooke, BUTEC, Kyle of Lochalsh, Wester Ross, Scotland, due to join H.M.S. Tiger April 18, will swap for any foreign-going frigate, preferably Rothesay class.

NOW GAVINTON BEATS THAT PETS BAN

Distraught at parting with their celebrated seafaring "Bunny" Grobbinton due to anti-rabies precautions, H.M.S. Gavinton sailed from her visit to Bristol with her new pet — June Hargrave, Penthouse Pet of the Year.

Jane, pictured with the presentation plaque specially made for her by the ship's company, thoroughly enjoyed her four-hour visit, which included a scenic trip down the River Avon and out into the Bristol Channel.

Both the B.B.C. and I.T.V. made this the occasion for their second visit to the ship, the first being to chronicle the recovery of a small boy's stolen bicycle from the harbour by the ship's clearance diving team.

HAVING A WHALE OF A TIME . . .

Films for the Fleet

A killer whale battling in its natural environment, a dedicated fisherman trying to capture it in rugged, icy seas and his confrontation with a woman marine biologist are the three elements which weave the thrilling story of "Orca," one of the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Starring Richard Harris and Charlotte Rampling, it was filmed around the coast of Newfoundland, at sea off Malta, and at locations in Australia, British Columbia, San Francisco and Los Angeles.

Here is the full list:—

Burnt Offerings (AA) — Karen Black, Oliver Reed, Burgess Meredith. Chilling story of a family confronted with a nameless terror during their summer vacation in an isolated country mansion. United Artists. No. 523.

Day of the Animals (AA) — Christopher George, Leslie Nielsen. A group of hardy holiday-makers on a two-week mountain trek are alarmed to discover that they are being stalked by wild animals. Columbia-Warner. No. 524.

Orca (A) — Richard Harris, Charlotte Rampling. Orca, the killer whale, is one of the most intelligent creatures — and is a vicious and vengeful killer if his mate is harmed. EMI. No. 525.

March or Die (A) — Gene Hackman, Terence Hill. Tough adventure story about the French Foreign Legion after the First World War. Columbia-Warner. No. 526.

Operation Thunderbolt (A) — Yehoram Gaon, Assaf Dayan. The Israeli version of the hijacking of the Air France passengerplane and the Israeli rescue of the Jewish hostages a week later. EMI. No. 527.

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Vulcan aids community

Full involvement in local activities and almost continuous fund-raising have endeared the small company of H.M.S. Vulcan and their families to the people of Caithness. Vulcan is the Royal Navy's nuclear propulsion development and training establishment on the isolated north coast of Scotland.

The commanding officer, Capt. G. A. Thwaites, has presented a cheque for £104 to the Silver Jubilee Appeal Fund, and money is constantly being raised for the local R.N.L.I. branch, old people's and children's homes, and various youth organizations.

Sweet Sheree meets a pair of Fifes

Model Sheree Boyland gets a cuddle from two of her sailor admirers — RO David Dalton (left) and AB Tony Walsh — on board H.M.S. Fife. Sheree, whose beautiful face and form regularly light up the pages of national popular newspapers, was visiting the guided missile destroyer at Portsmouth with representatives of the Variety Club of Great Britain. A cheque for £300 was presented to the club for its Sunshine Coach scheme by Sub-Lieut. John Fletcher, who raised the money in ten months by making plastic paperweights, key-rings and ornaments and selling them on board the Fife.

Picture: LA(Phot) Gordon Ford.

KEEP UP TO DATE

1. The details in this section are useful to Drafty as they help to ascertain such things as how a particular draft could effect week-ends, travelling, and marital bliss. Other points can cover a multitude of things, but if you think that anything could be of some use to Drafty and yourself, put it down.

During a visit by a course of submariners to H.M.S. Centurion, one was asked why his last Drafting Preference Card was rendered in May 1971. He replied: "But you don't take any notice of those, do you?"

On being assured that the latest Drafting Preference Card is scrutinised before any Draft Order is issued, our visitor looked at his 1971 card and realized with horror that it showed him as being single, with Portsmouth and Devonport as his first and second preference areas. "But I am married now,

with a young son and I'm buying my own house in Scotland."

Needless to say, Drafty received an updated DPC a few days later. Unfortunately not all of you are lucky enough to pay course acquaint visits and get a personal reminder that Drafty must be kept informed of your own personal wishes, ambitions and problems.

So make sure your DPC is up to date and contains the information that you want Drafty to know. If it is not, then render another one now. That applies to everyone, of course, but since there are special submarine drafting rules, Drafty is this month relating his advice to the Submarine Drafting Preference Card which is reproduced below.

Drafty's Corner

2. Shore preferences. Too often this section is completed incorrectly. Unlike ratings in General Service, submariners have a limited choice of shore bases and the only ones you are allowed to enter in this section are shown in the instructions for completing the DPC which are attached to it when you receive it. For the Port Area section, do not ask for anywhere but Faslane, Portsmouth or Devonport. These are the only Port Areas for the Submarine Branch and any other place is deleted by Drafty. Similarly, other place drafts are also restricted, so do not ask for anywhere other than Barrow, Dounreay, Rosyth or Chatham. If you want to be considered for a different place you can let us know by stating so in the section covering other points on the left hand side of the DPC.

3. Submarine Preferences. The same restriction applies for the Base Port section as for Port Areas. You are encouraged to name the submarine or squadron of your choice, and it is important that you show which is most desirable to you, i.e. the Base Port or the submarine class.

C. 232 (February 1976)

DRAFTING PREFERENCE CARD - SUBMARINES

Read the notes above before completing this card
IN CONFIDENCE when completed

Input 602

Surname and Initials: _____ Rating: _____ SQ: Adqual: _____ Ship or Unit: _____ Service Number: _____

PERSONAL FACTORS I would like considered before selection for draft:

Address: _____

Type of Accommodation (Insert: Own House, MG/Hiring, Council House, Caravan, Private Furnished etc.): _____

Do you consider this accommodation permanent YES/NO Married YES/NO

Children (Insert details): _____

Private Driving Licence - Type held: _____

Other Points I would like considered are: _____

SHORE PREFERENCES If none tickable and do not tick this section

Port Areas: You may choose from: _____

Faslane: _____

Portsmouth: _____

Devonport: _____

Other Place Drafts: 1st Choice: _____ Takes preference over my 1st Port Area YES/NO

(See Note 1 above) 2nd Choice: _____ Takes preference over my 1st Port Area YES/NO

SUBMARINE PREFERENCES If none tickable and do not tick this section

A BASE PORT (See Note 2 above): _____

B SUBMARINE (Class, Name, Squadron): _____

Put A and B in your order of importance: 1st _____ 2nd _____

If you are prepared to move with less than normal drafting notice to get your Submarine Preference tick in this circle: ☐

I am a volunteer for further Submarine Service YES/NO (See Note 3 above): ☐

Man's Signature: _____ Date: _____

For Drafting Office use only

Date Available for Draft: _____

Signature: _____ Rank: _____

Commanding Officer/Head of Department: _____ Rank: _____

Drafting Officer: _____ Date: _____ Rating to sign on return from Drafting Office: _____

4. The normal notice for draft to sea is five months, so do not tick the circle unless you are prepared to go to sea at less than five months notice.

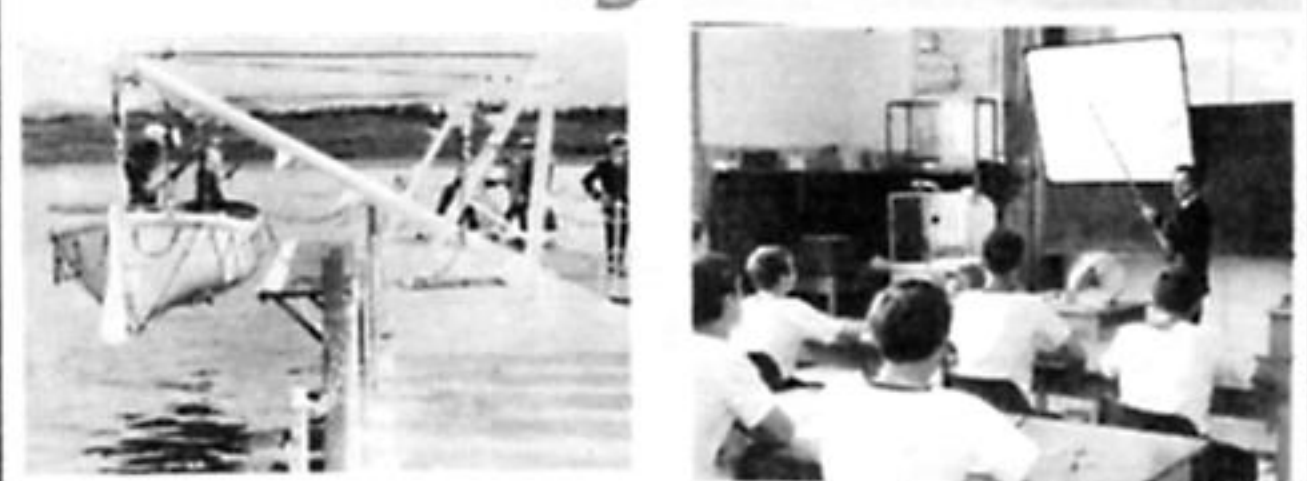
6. Drafty's Reply. Read this carefully because it may contain remarks which could cause you to reconsider your DPC and render a new one, either immediately or at a later date.

5. With the present manpower restrictions this is now a very important statement. If you say that you are a volunteer for further submarine service there is no problem, but if you say that you are no longer a volunteer for further service you may well find — especially in a branch which is overborne in submarines — that you will be drafted back into General Service without any further consultation.

7. Drafty attaches a great deal of importance to the completion of the divisional officer's section of the DPC. He needs to be told much more about a man and in particular his suitability for instructional qualities if he is to give him the right draft. Too often a man has been drafted to an instructor's billet and has proved unequal to the task. Other points which help Drafty in deciding the man's draft include welfare problems, sickness of a near relative, he "doesn't want to go to Scotland 'cause I hate my in-laws." So if there is a particular point that you want your divisional officer to make on your behalf, ask him to put it in.

You may all think that this is long winded and an attempt at teaching Granny to suck eggs. How right you are. Granny needs to be taught. The incidence of DPCs received only partially completed is high and involve a deal of effort to put right. If you can help yourself then obviously it must be easier for Drafty to help you. Finally, don't forget form C240! This is a most useful form for letting Drafty know of your wish to go to a certain job, submarine or course without affecting any of the other points raised on your current DPC. It has the added advantage of getting for you a definite and early answer to your request.

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SHIPS OF THE ROYAL NAVY

No. 267

LEWISTON—BABY OF THE
WOODEN
FLOTILLA

With her sister ships converted to minehunting or fishery protection roles, H.M.S. Lewiston, leader of the Second Mine Countermeasures Squadron based at H.M.S. Vernon, is the Royal Navy's only operational minesweeper.



Lewiston's badge

Facts and
figures

Displacement: 471.6 tons. Length: 153ft. Beam: 28ft. 9in. Armament: 40/60 Bofors, twin-barrelled 20mm Oerlikon. Propulsion: Two Deltic engines. Speed: 16 knots. Complement: Five officers, 33 ratings.



She is the youngest of the long line of Coniston class wooden coastal minesweepers, being completed by Herd and Mackenzie of Buckie, Banffshire, on June 16, 1960, and commissioning at Port Edgar on August 30 of that year.

Career training

She came out of refit in October last year, completed a work-up in Rosyth, and spent Christmas on patrol.

The ship, commanded by Cdr. R. S. Stenlake, Senior Officer Second Mine Countermeasures Squadron, spends much of her time carrying out career training for mine countermeasures classes in the Firth of Forth and recently has been employed on trials of plastic minesweeping gear.

The village of Lewiston, on the northern shore of Loch Ness, has only once been visited by the ship — in October, 1960 — and during the return passage through the Caledonian Canal, damaged her propellers.

Although the Lewiston can no longer transit the Canal and so cannot visit the village, ties still exist and last summer an officer and four ratings visited the village and spent four days camping in the beautiful surroundings.

The ship has a long-standing liaison with the Woolwich Sea Cadet Corps, whose recently-retired commanding officer, Lieut.-Cdr. Wiggie Bennett, knew the Lewiston better than most of her officers.

Expertise

Between the mid-Sixties and 1977, it was his custom to visit her for spells of a week or two at least twice a year, generally with one or two sea cadets.

While the "Mini-Wiggies," as they became affectionately known, savoured life on the ocean wave, Lieut.-Cdr. Bennett lent his welcome expertise to the bridge watchkeeping union of the ship.

Part of H.M.S. Lewiston's work-up inspection last autumn

Leader of Second MCM Squadron
tests
plastic
gear

demanding that the ship should lay on a ceremonial welcome for Jock McJock, the Prime Minister of the newly independent Scotland. The kilted figure, who was greeted with full ceremony, turned out to be the Commander of H.M.S. Cochrane, Cdr. J. F. Glennie, disguised in a heavy accent.

He reacted with less than enthusiasm to the ship's leading cook's attempt at home-made haggis. In fact the ship, in common with most MCM vessels, is particularly well served by its two chefs, who regard the often lively motion as an additional challenge to be overcome by skill.



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Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (incl. postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Anadine, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Somitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron, Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarrington, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Loloten, London, Londonderry, Lowestoft, Lynx, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoultan, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stronness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

GOOD HOUSEKEEPING CAN SOLVE THAT KIT PROBLEM

From R.N. Hospital M'Tarfa, MA T. McAuslin wrote to ask, "What happens if during the course of the year all your Kit Upkeep Allowance has been spent and another article — for example a No. 1 suit — needs replacing? Where would the money come from?"

The real answer, we were told, is good housekeeping. In some years many ratings do not use the whole of their KUA and the balance can be carried over to subsequent years.

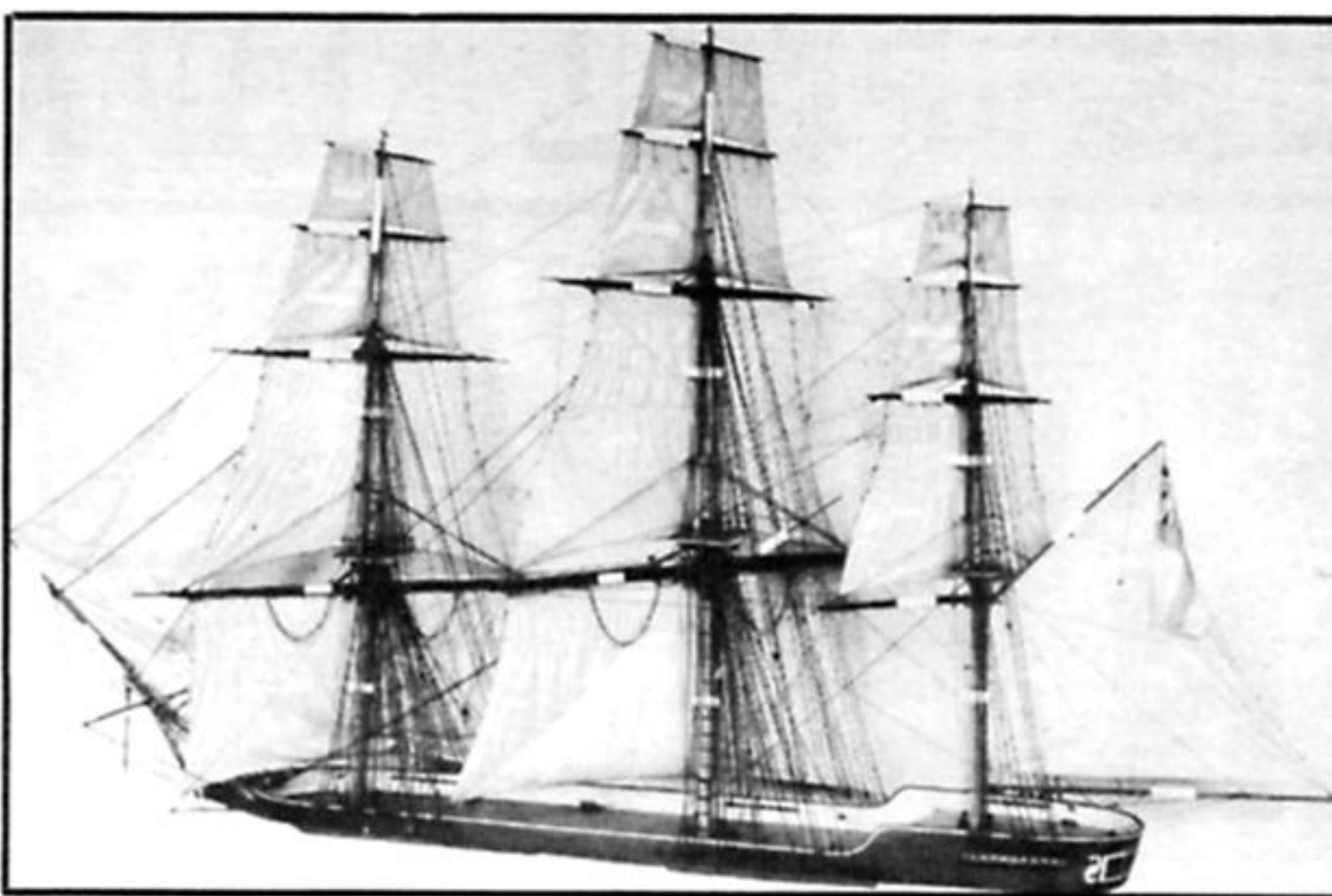
"In practice it is generally recognised as a very fair system and much to be preferred to the other Services' one-for-one replacement because it gives the rating a degree of choice and flexibility in the source from which he obtains his clothing."

It should also be remembered that replacement on a one-for-one basis only occurs free of charge for the soldier if the anticipated "wear-life" span has been completed. If not, then the Serviceman has to contribute from his own pocket.

"Anyone who treats his clothing carelessly must expect to pay for this carelessness, and this is no different be he civilian, soldier, sailor or airman," we are told.

KUA is calculated against

current prices of clothing assessed over an average wear-life. Current rates of tax-free KUA are £56.52 to £66.96 for male ratings.



Where is it now?

I am trying to find what happened to the instructional sailing model of the 1821 Ganges which was presented to the boys' training establishment in 1957 (having been on loan since 1946 when I fetched it from the Science Museum). Soundings in a number of places have so far failed to provide the answer. (Picture left).

The model is large — mainmast about 6ft. If I remember correctly, main yard 4ft., length between ends of flying jib-boom and spanker-boom 8ft., and plinth 8ft. long.

It was constructed by the last captain of this purely sailing battleship, and meticulously detailed, about 1860. It took me 15 months to repair and replace the rigging, which had been cut up by flying glass in an air raid (no wonder the Science Museum lent it to Ganges!).

Janus,
Shute,
Axminster,
Devon EX13 7QJ

R. S. Gibbs
Lieut. (Ret)

LETTERS TO THE EDITOR

'GIB. DRAFT COSTS ME £30 A MONTH'

Is it just for a rating who has struggled for years to get his own house to be penalised by the tax man and MOD(N)?

My mortgage is some £77 a month, with about £20 a month tax relief. I have let my house out to MOD for a maximum of £55, with the taxman taking his toll to the tune of 33 per cent as unearned income.

Because I did not want my house to rot or to be taken over by squatters, my wife and I had no option but to let the house. We let it to MOD(N), and now we are charged interest (as per building society rates) on the money "borrowed" on my gratuity, some £35 a year. Needless to say, I gave up my 18 months notice for this loan!

Living in Gibraltar, I might add, is not all roses. The MOs are £41 a month and I rate mine sub-standard in comparison with the U.K. and anywhere else.

How can families be encouraged to buy their own home and to live off their wages and not off the State if they are penalised at every turn?

Perhaps you can enlighten me why, as a serving member of the R.N. of 15 years standing, my family and I lose some £30 a month in all, just because we had a draft to Gib.

E. Deeprose

H.M.S. Rooke. POMEM
● Financial pressures weighing on many Servicemen at the moment are known to be particularly heavy on married junior ratings who own their own homes. Studies into separation, housing and the Serviceman's vulnerability to Income Tax have recently been completed and, we are told, improvements are actively being sought to many of the problems mentioned in the letter. — Editor.

Gower's link ■ with MTB 18

During Warship Week 1941, MTB 18 was adopted by the people of Gower R.D.C. and to record the fact a bronze plaque was presented. This was, I presume, carried in the ship until she was sold or broken up and was then returned to the district of origin.

I work in what used to be the Gower R.D.C. offices, where this plaque has, apparently, been "knocking about" for years, having in the process lost a circular badge from a position near top centre.

A more suitable setting for it would be our Swansea RNXS/RNR headquarters. It would be interesting when setting it up to know whether the badge was that of the ship or the Council and, as all Council records of that period were destroyed by fire, I wonder if any readers could fill in the gap.

At the same time any recollections or information concerning the vessel would be welcomed.

C. M. Mitchell
RNXS, Swansea
19, St Albans Road,
Brynmill,
Swansea,
W. Glam.

Drop us a line please!

I am writing to you while Australia - bound with a group of other ex-Royal Navy men to join the R.A.N. More than 20 of us, together with wives and families, are enjoying a cruise to Sydney, via Crete, Port Said, Suez, Fremantle and Melbourne.

It was an R.A.N. advertisement in Navy News which prompted us to be where we are now and our training course starts early in the New Year at the R.A.N. Police Department, Garden Island, Sydney. After about a year there we are due to disperse to volunteer postings in various parts of Australia.

A further intake is due to fly out in the New Year to make up the 50 R.A.N. police recruits required.

On the way out on board ss Australis, making her last voyage, we tied up just forward of H.M.S. Plymouth, but it appeared

that most of the ship's company had taken the hump and gone to the Pyramids for a camel ride from Port Said.

Now we would be pleased to hear from any old "oppos" c/o the following address: Endeavour Migrant Hostel, Moverly Road, Cogee, Sydney, N.S.W., Australia.

Those in our group are Howell Morris, Dave Petch, Ron Chapman, John Mortimore, Paul Leadbitter, Dave Jowsey, Brian Charlton, Paul Flynn, Dave Rees, Ivan Hill, Dave Wiseman, Gerry Livingstone, Vic Crandon, Jim Jackson, Dave Griffiths, Fred Bright, Tony Barton, Graham Smith, Chris Robinson, Gordon Canty, John Lugg, Peter Whitworth and Messrs. Morgan and Sheard. Dave Wiseman (Ex-Airy Fairy)

On board
ss Australis.

German ■ cruisers

In answer to the query from F.A. Reynolds (December) concerning the German ship Koln, there were three cruisers of this name this century. The first was launched in 1909 and lost at the Battle of Heligoland Bight in 1914; the second launched in 1916 and scuttled, after being surrendered, at Scapa Flow in 1919; and the third, launched in 1928 and broken up in 1946, after being bombed and sunk at Wilhelmshaven in 1945.

Regarding the letter from ex-PO Peter Wright (December) about the guns of MTB 102 and H.M.S. Cavalier, the reason why the MTB was not issued with a firearms certificate for her Oerlikon is that this type of gun is classed as a "prohibited" weapon — missiles continue to be discharged from the gun until the magazine is empty or the trigger is released, like a machine gun.

The guns in H.M.S. Cavalier have to be reloaded after each shot and, although they have a 4.5-inch shell, are classed as only a "Section 1" firearm.

Ian Richardson

Moorside,
Sunderland.

● Several other letters have been received about the cruisers Koln. Both Mr. F. G. Holyer, of Plymouth, and Mr. R. Cheeseman, of Rochester, say that the Second World War cruiser of that name is reported to have sunk in action with Soviet warships and coastal batteries in the Gulf of Finland in 1941.

Mystery of ■ dog's fate

* I was interested to read ex-CPO Spilstead's letter (November) about the ship's dog of H.M.S. Quilliam, but I must put the record straight and remind him that the name of this dog was Boxer and not Sippers.

His description of the "dog overboard" incident was quite correct, and I remember another day at sea when the duty sea-boat's crew was piped away to rescue the dog.

My memory fails on his eventual fate, however. Was his end the rather predictable one of "drowned at sea"? I am sure many old shipmates have equally fond memories of him and I would like to hear from any of them, particularly those of the Buntings and Sparkers' Mess.

E. L. (Nobby) Hall

Ex-Sparker

Melita,
Oxenhill Road,
Kemsing,
Sevenoaks, Kent.

Youngest ■ chief?

As part of the "youngest chief" correspondence, perhaps I can claim the record.

I was promoted CPO Sea Cadets in January, 1947, as soon as I reached the age of 20, and I was promoted sub-lieutenant on December 1 that year. I am still serving with the Sea Cadets.

William Kerr
Lieut.-Cdr.(SCC), R.N.R.
Commanding officer,
T.S. Gold Rover
Port Glasgow.

Medical ■ assistants

Is there any hope that the services of a medical assistant will be officially recognized, and duly acknowledged, by registration or award of a certificate?

We are not nurses and we do not pretend to be doctors. Our scope embraces both professions, yet we are deprived of the protection of an official designation / governing body.

Can we look forward to a career that is likely to supply us with recognition? After 22 years' service, can we enter a profession in civvy street akin to our naval one? Or must we carry on, looking forward to becoming the hospital porters of tomorrow?

MA

● After 22 years' service an MA can produce his trade certificate, which is what any other able rate would receive. But, we are told, provided a man is prepared to make the effort much more can be offered in the MA Branch (non-technician), which goes up to fleet chief. An MA can become State enrolled and from that specialize in such things as ENT or ophthalmic nursing. He can be trained as an operating department assistant, gaining City and Guilds certificate, and in the administrative field many Medical Branch senior ratings are now completing a day release course with the NHS to gain the appropriate certificate.

The official advice is that the MA, through his divisional officer, should get in touch with the Director of Naval Medical Staff Training to see what opportunities are available. — Editor.

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Tales of a dog and a horse

Your letter "Saved from the chop . . . but what became of Rommel" was shown in some of the most used pubs in Stanley (Falklands) — the Globe Hotel, the Upland Goose and the Victory bar — and at last two people have come forward with information of the demise of the dog Rommel.

The dog was owned by "Toddy" Macmillan, then police constable, now Inspector of the Stanley Police Force. Alas Rommel was found dead on the road one morning in 1957, believed the victim of a "hit and run" accident.

Apparently Rommel had distinguished himself for his actions against motor-cyclists and was often seen hanging from cyclists' legs at quite high

speeds through Stanley's streets.

W. Rendell,
Sergeant, R.M.

Naval Party 8901,
BFPO Ships.

Many years ago I became fascinated by an old print, entitled "The Matelot's Horse," which hung in the kitchen of an elderly neighbour, whose husband had been a naval man.

The print depicted a craggy old three-badged matelot riding a rickety old nag, and they were equipped with such things as anchor, parrot in cage, ditty box, tickler tin and bosun's call.

I wonder if any readers have ever come across a print like this or know where I could acquire one.

L. Debona
Ex-PO Cook(0)

9, Foley Street,
Maidstone,
Kent.

Souvenirs

Pellow is one of the divisions in the Part II organisation of H.M.S. Raleigh and we are wondering if any ex-H.M.S. Pellow ship's company members can help with items which can be put on display in the division. The articles in mind are things like tankards, commissioning books and crests.

Any information would be welcome, addressed to Division CPO, Pellow Division, H.M.S. Raleigh, Torpoint, Cornwall.

R.N. Potter
CRS

H.M.S. Raleigh

Remember 1926!

During the General Strike of 1926, matelots were used extensively manning public transport, delivering essential supplies and generally helping to keep the wheels turning.

When the strike was over, the whole of the Navy got 14 days leave over and above their normal entitlement. It remains to be seen whether, in the case of the firemen's strike, 1926 set a precedent.

G. F. Seymour
Waltham Abbey,
Essex.

JACK

by TUGG



BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Air Arm Museum seeks photos

The Fleet Air Arm Museum is trying to obtain photographs of the following aircraft which were used by the Royal Navy:

Airspeed Envoy, Airspeed Oxford, Armstrong - Whitworth Whitley, Avro Anson (pre-1950), Beech Traveller, Beech Expeditor (pre-1948), Brewster Buffalo, Bristol Blenheim, Bristol Beaufort, Bristol Beaufighter, Boulton Paul Defiant.

D.H. 60 Moth, D.H. 86, D.H. Tiger Moth (pre-1950), D.H. Dominie (pre-1948), D.H. Mosquito, Douglas Dauntless, Douglas Boston, Douglas Navoc, Gloster Sea Gladiator, Grumman Goose, Grumman Gosling, Handley Page Harrow, Lockheed Hudson.

Martin Maryland, Martin Baltimore, Miles Magister, Miles Master, Miles Martlet, North American Harvard (pre-1950), Percival Vega Gull, Percival Proctor, Stinson Reliant, Supermarine Spitfire, Vultee Vengeance.

Any photographs which are sent will be copied and the originals can be returned to the owner if desired.

L. A. Cox
Lieut.-Cdr.
Curator

Fleet Air Arm Museum,
R.N. air station Yeovilton,
Somerset.

WRENS IN SHIPS 'WOULD PUT US ALL AT SEA'

I read in a national newspaper the other day an article referring to proposals by the United States Navy to introduce females into seagoing ships.

I would be interested to know how MOD(Navy) would make such a scheme work should they ever introduce the WRNS to the seagoing fleet in the future.

Surely, no one can expect naval wives to condone their husbands serving abroad at sea with females? Any married man knows that Service wives can tolerate periods of separation only because they know their husbands are at sea with a homogeneous ship's company and safe in the knowledge that their men are working and living in an all-male environment.

Please don't think that I mean that the WRNS should not be given the opportunity to serve on foreign-going sea service, but the only way I can envisage it is if certain ships are complemented by the WRNS only.

There are sound reasons why mixed ships' companies would not work, and not only because married men are serving aboard Royal Navy vessels either, as I am sure that major problems would arise from all aspects of shipboard life.

W. D. Ashley
LMEM

H.M.S. Achilles.

Local Overseas Allowance

On the letters pages in December it was stated that the married unaccompanied man now gets the same rate of Local Overseas Allowance as the single man.

From H.M.S. Hecate we have received a letter pointing out that "differential Sea-going Local Overseas Allowance is alive and living in Arabia," while another letter on the subject has been received from H.M.S. Rhyl.

In fact rates for married unaccompanied and single are not the same in Africa, Arabia and New Zealand, where LOA reviews are said to be overdue.

"This anachronism will be corrected when the next LOA review is carried out in these areas," we were told.

'LET'S DEBATE UNION ISSUE'

Events have brought to light the stark reality that any method of determining the pay of the Services relies on the willingness or ability of the Government to come up with the money, while at the same time the Serviceman himself has a lack of redress over what he is paid which is unparalleled in British society.

Whether or not we are being taken for granted by our officers, the Government and public alike is too difficult to assess at this stage — only history will tell — but one thing is certain, we cannot go on as we are.

The last thing Britain and the Western Alliance needs is a bloody-minded Royal Navy. What we need now is a public debate within the Navy as to whether the existing methods of representation are relevant to the last quarter of the 20th Century and prove one way or the other if our divisional system is indeed "the envy of the industrial world", as I have so often heard stated by senior officers. Sweeping it all under the table can only ferment long-term troubles and damage.

If the end product of such a debate is that we

do need some kind of trade union, federation or association — call it what you will — then so be it.

But don't put all the blame on the officers. It is not entirely their fault, although a great deal of complacency has not helped. Officers are now caught up in the same trap as we are and it is probably true that the middle rank officers around commander are hurting most.

Those who have the opportunity to visit German and Dutch ships can see if their method of trade union representation works. An important feature of their systems is that there is no right to strike, and our lower deck would certainly want a similar stipulation if changes were made in our conditions of service.

But above all we should stop being frightened of the whole idea and hoping it will just go away. The Navy needs to make sure that its methods of man management are relevant to the times.

It is up to us to make certain that no matelot goes to Winchester gaol for no other reason than that he could not feed his family.

James Stupart
CPO

H.M.S. Ashanti.

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

KGFS

King George's Fund for Sailors
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



MEET THE NAVY'S MEN OF THE MOUNTAINS

One man and a mountain . . . Toes, fingers, and a waist-high rope are his only contact with the sheer slab. Below, hundreds of feet of Welsh air, a pile of fallen rock, and passing cars which look smaller than ants. The man in the picture on the left is PO Tom Wilkinson, course climbing instructor at the Naval Air Command's mountain training centre, New House, in Snowdonia. The rock face is above Llanberis Pass.

The students — apprentices and naval air mechanics from the Air Engineering School, H.M.S. Daedalus, who spend a week of their training on a resource and initiative course at the centre — probably tackle a grade of rock climbing a little more elementary! Whatever the grade, the courses are designed to develop qualities which the Navy rates highly.

Courses at the centre, originally two 300-year-old houses modernised voluntarily, are run by a small team under Lieut. Roger Eves, the Air Engineering School's Resources training officer.

JOIN THE CLUB!

Trainees with a taste for developing their skills in rock climbing or mountaineering — or perhaps just wishing to ramble with the family in tow — can do so at little cost by joining the Royal Navy and Royal Marines Mountaineering club.

The club's six meets a year include one for beginners. Full membership costing £1.50 a year is open to uniformed members and ex-members of the R.N., R.M., W.R.N.S. and associated naval services, plus civil servants. Associate membership costs 50p. Service members are entitled to assisted travel, a concession with applies to the three Joint Service meets, one in the Alps, held each year.

Secretary is Lieut. M. S. Pearce, WO6 Ship Maintenance Authority, South Terrace, H.M. Naval Base, Portsmouth. (Naval Base extension 23193). His home address is 5, Camelot Crescent, Portchester, Hants, PO16 8ER.



Right: Climbing on the Idwal Slabs on Tryfan, above the Nant Francon Pass and Llyn Ogwen.



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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Andromeda starts Guzz Garage's first long refit

Her paying off pennant defiant in the wind, H.M.S. Andromeda, under the command of Lieut.-Cdr. G. L. Fielding, sailed into Plymouth to undergo the first long refit to be carried out completely in Devonport's new frigate complex.

The "Guzz Garage" refit, the first Batch 3 Leander conversion, began on January 3. It is expected to take most of three years.

When completed, Andromeda will be equipped with Sea-wolf, Exocet, new torpedo and radar systems, CAAS (computer assisted action information system) and will carry a Lynx helicopter.

Andromeda's paying off pennant, 417 feet long, represented the full and active life she has led since she commissioned in January 1969. During that time she has steamed 333,000 miles.

Before taking her bow, Andromeda's programme was as full as ever. She was guardship at the Dartmouth Royal Regatta, exercised off Gibraltar, where she was guardship for a spell, visited Toulon, Palma and Grimsby and carried out trials, as well as taking part in offshore patrol.



H.M.S. Andromeda (right), at high speed in heavy seas heading for Plymouth, which she entered (above) flying her paying-off pennant.



GUERNSEY GOES HOME TO A REAL HERO'S WELCOME

H.M.S. Guernsey, fourth of the Island class patrol boats received a hero's welcome when she paid her first official visit to the Channel Island from which she takes her name.

The programme organized for the visit included a cocktail party on board for 50 guests, a golf match with the Royal Guernsey Golf Club and a small-bore shooting match with the island's rifle club.

At the official reception given by the States of Guernsey, the ship was presented with a silver ten-inch rose bowl, a crest of the island's coat-of-arms and a credit of £5,000 to meet requirements of the ship's welfare committee, the remainder to be made into a trust fund, the income paid to the ship's welfare fund.

The ship presented the island with the ensign hoisted on the day she commissioned which has pride of place beside the Liberation Flag of the island, an inscribed table lighter, and a cheque for £40 from MEM W. Cormack, to be presented to a charity of the Bailiff's choice.

Money for the cheque was raised by a sponsored swim by MEM Cormack, who lost two stone between commissioning day and the ship's visit to Guernsey.

After a very enjoyable visit the Guernsey returned to her fishery patrol duties.

H.M.S. Guernsey pictured entering Plymouth



FIFE AIDS 'ENEMY'

A vivid demonstration of how "enemies" can be friends if life is at stake took place during Exercise Isles d'Or, when H.M.S. Fife and the French "enemy" ship Colbert went to investigate a drifting liferaft spotted by a French maritime patrol aircraft.

H.M.S. Fife's Wessex helicopter, crewed by Lieut.-Cdr. John Passmore, Lieut. Greg Rhodes U.S.N., Lieut. Derek Dann and LACMN "Hoppy" Hopkinson, took off at night in adverse weather to take a closer look at the liferaft. It proved to be empty and was recovered by the Colbert after the Wessex had stayed to mark the spot.

The French-sponsored exercise, which involved ships of many allied navies, took place in the Mediterranean.

Maxton officers save engine

Two lieutenants from H.M.S. Maxton spent a couple of weekends recovering a Second World War Stirling bomber engine from the mudflats of the Thames Estuary.

Of the thousands of aircraft built during the 1939-45 war only a handful remain, and some types have disappeared completely. Many gaps remain in the collections of both the Fleet Air Arm Museum at Yeovilton and the

R.A.F. Museum at Hendon.

Lieut. Geoff Rayner, aided by Mine Clearance diver Lieut. Chris Thompson, located the engine off the Essex coast, secured it at low water to a raft of oil drums and scaffolding, and towed it ashore at high water.

The ¾-ton engine, all that remains of a once mighty four-engined bomber, will be rid of barnacles and mud before a decision is made on its future.

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(CAPITAL LETTERS PLEASE)

NN

TWO PAGES FOR FAMILIES

'Time allowances became practical'

Often the grass on the other side looks just that little bit greener, an impression which was the cause of a letter from a naval wife in Helensburgh who found herself puzzled over the financing of house moves.

"Why are there such differences for Ministry of Defence and Navy personnel regarding recompense over house moves?" she asked.

"I understand that the M.O.D. get complete legal and estate agents' fees paid for them, carpets and curtains allowance, telephone

allowance, even television aerial installation allowance, plus numerous other expenses.

"I appreciate that the Navy will pay legal fees and other expenses in certain circumstances, but these are largely dependant on the non-availability of a married quarter. Even then, there is a large difference in actual money.

"I believe M.O.D. also supply married quarters, so I fail to understand why the difference is made.

"On the one hand the Navy encourages house purchase through its loan scheme, yet on the other it withholds part of its monetary allowances purely because a quarter would be available.

"I really think it is time that our allowances became practical and that it was realised that it costs an average of £1,000 in estate agents' and legal fees to buy and sell a house. A disturbance allowance of £96 is totally inadequate."

When Navy News made an inquiry about this matter, we were told that isolated comparisons between conditions of service of civil servants and Servicemen were

rarely valid and that it was comparatively easy for either to select a particular aspect in which they appeared worse off than the other.

For a fair comparison the conditions of each group should be viewed as a whole.

Necessity

While the civil servant might get better allowances for moving his home and family as a result of his change of place of duty, he was not generally supplied with married quarters and the sale of his house and purchase elsewhere often became a matter of necessity if he was to have any further measure of family life.

In recent years the rates of Disturbance Allowance paid to the Serviceman have kept pace with the Retail Price Index, we were told, but there might be a case for trying get the allowance placed on a more rational level.

At present there must be many items on the M.O.D. shopping list to improve the lot of the Serviceman and in the end it will, no doubt, all be a matter of priorities based on the hard cash available.



Babe's-eye view . . .

Looking suitably apprehensive at the water-filled bell, but still the charming focus of a naval christening picture, is young Robert Charles Grattan-Cooper.

He was christened on board H.M.S. Droxford, of which his father, Lieut-Cdr. A. C. Grattan-Cooper (watching proceedings), is commanding officer. Just out of the picture as the Rev. Godfrey Hartley, R.N.R., performs the ceremony was the baby's mother, Mrs. Diana Grattan-Cooper.

H.M.S. Droxford is a tender to H.M.S. Neptune and, basically, works for the Glasgow and Strathclyde Universities R.N. unit.

Another ship which was the scene of a christening was H.M.S. Antrim, in which nine children, aged between three months and seven years, were baptised when the guided missile destroyer returned to Portsmouth just before Christmas after several months at sea.

Picture: LA(Phot) Ian Ferguson

Voices from home

Messages recorded by families and friends in a number of naval bases in the U.K. were flown to different parts of the world and played through ships' radio stations at Christmas. Among those who benefited were members of ships' companies serving with the deployment to the Far East and Australia.

PUNCH AND JUDY AT COLLINGWOOD

Collingwood Wives' Club is proving a popular meeting place, with a friendly atmosphere, and among those who attend are wives whose husbands are at sea.

At a recent meeting Norma Miklinski, whose husband is an instructor at the establishment,

presented a Punch and Judy show and later gave ideas on puppet making, while the children disappeared for refreshments.

This term's meetings include talks on cooking, life on board the Royal Yacht, summer flowers and house plants, and fashions and dressmaking.

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All orders must be received on or before Wednesday March 1st.

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A considerable talent for artistic subjects was revealed when H.M.S. Sultan staged a small art exhibition to which sailors and their families, and Wrens too, contributed. "Father in 1915," a drawing entered by PO Peter Thompson and depicting his father when serving in H.M.S. Thunderer, was awarded a first-class grade. Here PO Thompson shows the drawing to his own children. The exhibition was organised by Lieut. Cliff Shorter and the awards were presented by Captain C. B. Williams. It is hoped to hold a similar event this year.



A Royal group in more ways than one provides a happy picture for the family album of Musician D. Mullan. During a visit by the Duke of Edinburgh, Captain General Royal Marines,

to R.M. Deal, he presented the BEM to Musician Mullan, seen here with Mrs. Mullan, Mandy and Gary. The Duke also presented a Queen's Commendation to LCPL K. Lazenby for saving a colleague following a

mid-air collision during a parachute descent. The visit to Deal included inspection by the Duke of a variety of training, and calls at the officers' and sergeants' messes.

Picture: John M. A. Farrow

Thanks from a mother

The mother of a sailor who died last February has written thanking the officers, ratings and chaplains who have helped her over the past year.

Writing from Haslemere, Surrey, the mother of MEM Michael Griffith, who died after a motorcycle accident while returning to H.M.S. Fife, says, "The help given me is beyond praise, especially that given by those in the ship."

"For people who have had this ordeal, some of the best comfort comes from the Service, if you will let them help you."

Thanks of a different kind are expressed by G.R. and A. Cobb, of Witley, Portsmouth, who pay tribute to the medical and nursing staff of the Mtarfa Hospital in Malta for treatment of their baby Stephanie.

"She was taken ill while we were visiting relatives in Malta and we were very impressed with the efficient and pleasant way all the staff carried out their demanding duties."

Can the Navy help enough?

Dad's serving in a ship on the other side of the world, the doctor orders mum to bed with severe back trouble, but the two lively children — and all the household chores — are still very much in evidence.

It may not be a new problem, but it was one which became acute for a naval wife in the south of England a few weeks ago. She contacted the Navy and was grateful for what they did.

But her real question was, were they in a position to be able to do enough? With aid from friends she was able to get through, but her fears are that there must be some not in as fortunate a position.

Mrs. Y hurt her back in an accident at work and when the doctor told her to go to bed, she had visions of being up and about again within a couple of days. Colleagues and a neighbour nobly came to the rescue, but unfortu-

nately days turned into weeks and it was decided to tell Naval Welfare.

"A Wren came to see me and assessed the situation, realizing I needed help badly," she said. "I didn't ask for much. All I wanted was a little help for the children and myself until I was up and about and strong enough to cope with the essentials in the home."

"Another lady (from the Naval Wives Information Service) came to visit me and I was always very pleased to see her, but it wasn't just this I needed. I still had to rely on other people to come and see my children off to school, get all our meals, etc. I was on my own for hours and some days never had a thing to eat until the evening.

"I have now been assured that the Navy have no facilities for such cases, other than getting the husband home — and I only wanted that as a last resort."

Mrs. Y feels it would be well worth while to have someone who could help in cases like hers.

It will, of course, come as no surprise to many that naval resources are limited and that there are no full-time workers who could assist naval wives facing the situation of Mrs. Y.

At any one time, a number of similar cases are being handled and the ones which give most concern are those who live in places far removed from either close naval support or, more importantly, neighbours and relatives.

Now 'mini' SAFABs

With SAFABs now part of the way of life in main centres of naval activity in the U.K., similar facilities which might be described as "mini-SAFABs" are beginning to appear in other places.

In H.M.S. Osprey at Portland a service is now operating offering displays, fact sheets, and other advice.

Although the facility, which is in the base Education Service, is not manned full-time for casual callers, contact can be made during working hours at Portland Naval Base (Portland 820311), on extension 2313. If necessary, matters can be passed on to the "lead" SAFAB in H.M.S. Nelson at Portsmouth.

Gibraltar is another place where it is planned to have a "mini-SAFAB." It is hoped to open the facility in the near future in the main administrative block in H.M.S. Rooke and here the information available will include advice with particular relevance to those serving on the Rock.

Send an Orchid



MOTHERS DAY MARCH 5th

When you have something special to say: 'I love you', 'Get Well Soon', 'Congratulations', 'Happy Birthday' or just 'Happy Anything' — SEND AN ORCHID

A finest quality bloom, in a special humidifier display package, will be sent with your message, by first class post, for £4.00 including V.A.T. (£5.00 overseas). Send P.O., cheque, or notes to: Send an Orchid, Dept. NN12, Monks Eleigh, Ipswich Credit Cards — if used send name and address and Credit Card Number, or simply telephone Bideston (0449) 740 780.



12 MONTHS SERVICE

Resolution rave-up

Naval Christmas parties and social events are organized in their scores but a crowd of happy, well-fed youngsters on board one of Britain's Polaris submarines has to be something different.

The party was organized by the Starboard crew of H.M. submarine Resolution, and after tea the guests settled to watch a selection of cartoon films. Father Christmas (LCK Smith) duly arrived but his reindeer, it is reported, could not come down the boat and instead had to be looked after ashore!



Remote

The reality of the situation is that the likelihood of the Navy getting full-time paid help which could quickly step in to do the chores when someone suddenly becomes seriously handicapped appears financially remote.

Without a strong medical recommendation, there is little more action which the Navy can take other than by voluntary visits.

Wives can be assured that when a case comes to Welfare attention every effort within resources is made to help and that progress is monitored, but undoubtedly Mrs. Y has highlighted a situation where, at a time of need for quick, practical assistance, the naval authorities were unable to provide direct help in any way which she (and perhaps many other naval wives) considers reasonable.

MARRIED QUARTERS WAITING LIST

The following is a summary of the married quarters waiting lists as at mid-January. (Classification key: Officers: Type III, captain and commander; IV, lieutenant-commanders; V, lieutenants and below. Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, flats and maisonettes, no waiting. Houses, 1-2 months. Ratings, B, 3 months; C, 2 months; D, variable.

Gosport: Officers, 1 month. Ratings, no waiting. Ratings, furnished, B, 12-14 weeks; C, 2-4 weeks; D, variable; unfurnished, B and C, variable.

Chatham: Officers, no waiting. Ratings, furnished, no waiting; unfurnished, variable.

Rosyth: Officers, no waiting. Ratings, 6 weeks. Faslane: Officers, IV and V, 3-4 months; maisonettes, no waiting. Ratings, furnished, no waiting; unfurnished, 1 month.

H.M.S. Mercury: Officers, no waiting. Ratings, B and C, 4 months; D, variable.

H.M.S. Dryad: Officers, 2 months. Ratings, B, 3 months; C, 2 months.

H.M.S. Osprey: Officers, 2 months. Ratings, 2½ months.

R.M. Poole: Officers, no waiting. Ratings, 3-4 weeks.

C.T.C.R.M. Lympstone: Officers, no waiting. Ratings, 6-8 weeks.

B.R.N.C. Dartmouth: Officers, IV, 2 months; V, 5 months. Ratings, B and C, 4 months.

R.N.A.S. Culdroe: Officers, 10 weeks. Ratings, 6 weeks.

H.M.S. Warrior: Officers, no waiting. Ratings, 2 months.

R.M. Deal: Officers, no waiting. Ratings, B and C, 3-4 months.

H.M.S. Royal Arthur: Officers, 2 months. Ratings, 1 month.

R.M. Condon: Officers, no waiting. Ratings, B and C, 1 month.

Greenock: Officers, IV and V, 2-3 weeks. Ratings, C, 1-2 weeks.

H.M.S. Rooke: Officers, no waiting. Ratings, flats, 3 months; caravans, 4-6 weeks.

In mid-January there were no waiting lists for officers or ratings at R.N.A.S. Yeovilton, H.M.S. Gannet, H.M.S. Vulcan, H.M.S. Inskip, H.M.S. Forest Moor, R.N.W.T. New Waltham, Birkenhead, Barrow-in-Furness, C.S.C.B.S. Newcastle, and Hong Kong.

Estimated waiting times are based on the date that individuals join the roster. The majority join the roster two months before their date of joining the establishment (detailed rules in DCI(RN) 469/77). It follows that any waiting time two months or under means that a quarter should be available when you take up your new draft / appointment — providing you apply as soon as you know where your new draft / appointment is.

THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

HOME FROM HOME

Portsmouth's Royal Sailors' Home Club now has more to offer than just the cheapest bed in town. A generous grant from the Sailors' Fund has been used to transform the dining area.

The alterations mean the club is now an ideal venue for small functions or a quiet meal at reasonable prices.

Gone is the old "railway station buffet" cafeteria, replaced by a dining room with modern decor and fitted carpet.

... and still the cheapest bed in town!

pets around a polished dance floor.

The new dining room has its own cloakrooms and a lobby opening on to the street. This will enable it to be used for ship's company dances and wedding receptions without intruding on the club's other activities.

These improved facilities are



The new dining room and dance floor at the Royal Sailors' Home Club in Queen Street, Portsmouth. Also reproduced is a drawing of the original home printed in the Illustrated London News of September 22, 1855. The home opened in 1851.

the latest in the gradual modernization of the club. The original building was destroyed by German bombs in 1941, and rebuilt ten years later.

The club's history goes back

to the middle of the past century when sailors, coming ashore after two or three years at sea, were so rapidly fleeced of their hard-earned coins that local citizens and naval

officers started a fund to provide a refuge.

After the first world war the home was re-organized to be self-supporting, and quickly proved the most popular ratings' club in Portsmouth.

The present club was opened in 1952 and has since been extended to include facilities for WRNS and sailors' families. Cabins are small and austere by modern standards but still provide the cheapest bed in town for men from ships who want a night ashore, or for families visiting Portsmouth.

Now that all the public rooms have been modernized, the club's facilities can be compared favourably with a good hotel rather than an institution. And there is no doubt that it provides excellent value for money.



Price of a bed

Accommodation charges at the Royal Sailors' Home Club, Queen Street, Portsmouth, are:

Main club — single bed-sitting rooms, £1.75 per night; single rooms, £1.65; single rooms without h and c, £1.45; single Wren's rooms, £1.65; double rooms for married couples, £3.20.

Families' annexe — double rooms for parents, £3.20; cots (2 years and under) in parents' room, 50p; single or double bunk rooms for children, 75p.

A surcharge is added to all one-night bookings. Prices quoted are inclusive of eight per cent. V.A.T.

It's an Oh Kay Navy

The Royal Navy's time-honoured techniques of spreading goodwill around the world and making new friends remain undiminished, according to reports coming back from Florida.

"Not all sailors want to spend their shore leave in honky tonks, downing beers and ogling women," said a woman writer on the St Petersburg evening newspaper when, just before a visit by H.M.S. Eskimo, she urged her readers, "If you haven't opened your home to a guest from the Royal Navy before, try it this year."

Wrote Kay Masters: "There is a lot more to my interest in Royal Navy visits than just staring at handsome men in uniform who speak with such lovely accents."

HELICOPTER

"My children have had a chance to sit in a Royal Navy helicopter, kick a ball around a backyard with a man who grew up playing soccer, listen to tales of foreign lands I am determined we will see some day, share the excitement of looking at Christmas decorations or going to the circus with someone from another country who told them how it is done in his homeland."

"Frigates from the Royal Navy have been coming here since 1812. The first ship supposedly left buried treasure. The others have left the treasure of friendship."

"Hospitality in St Petersburg is legendary in the Royal Navy. They have a book which gives crew members the lowdown on frequent ports of call. You should see what it says about St Petersburg. The letters on the page almost glow."

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'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets. They come with your crest permanently printed on the left breast in white or dark blue depending on the shirt colour selected. To order, just indicate in the coupon below: preferred colour, size, type of sweat shirt (standard or hooded) and Naval Crest required. Please enclose the appropriate payment (cheque, money/postal order, cash).

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Shirt Type	Tick in box type required	Standard	With hood & pockets		
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HELPING HANDS . . . HELPING HANDS . . .

Money nobody wants

H.M.S. SCYLLA has the kind of problem we would all like to have — money which nobody wants. The equivalent of £200 is roughly the sum, all in foreign coins.

The coins, collected when the SCYLLA was on deployment in the West Indies as one of several fund raising activities, were to aid the ship's charity, The Linn Morr Home for handicapped children, at Peterculter, Aberdeen.

In all £300 was raised. There was no problem converting foreign notes to sterling, but coins from the West Indies, Cayman Islands, Bermuda, and Belize proved less acceptable to UK banks.

If anyone can help, or knows where the coins can be exchanged for sterling, it will take a weight off the minds of CCEA Dave Hawkes and CREL Brendon Baxter, IH Mess, H.M.S. Scylla.

The ship's company of survey ship H.M.S. BULLDOG raised £320 in seven months to provide presents for orphan children of their adopted school, East Court Children's Home at Ramsgate.

A sponsored walk from Shoreham to Folkestone by POMEM Morrissey, LMA Bowles, LWTR Hall, SA Spereall, AB Bald and MEM Young, and a slim-in by Coxswain CPO Slim Wyath, helped raise some of the money.

Members of the ship's company have already raised money to build an adventure playground and a model railway for the school, and this year hope to buy a slide for the children.

BLAKE'S BIKES



When H.M.S. Blake arrived at Alexandra Dock, Liverpool, waiting on the jetty were nine lads from 3B2 messdeck, who had set off from Pompey the same time as the ship. The object of the "race" was to raise funds to purchase and train a guide dog. The journey took two days and raised over £600. Picture shows stalwart cyclists LOEM Jim Gibbons, LOEM George Nader, LCEM Sooty Sutcliffe, LMEM Pusser Hill, LMEM Alan Worthington, LMEM Tiny Hayward, LS Bob Nash, LCEM Dickie Byford, and LS Brum Ravenhall.

Photograph: LA(Phot) Glee

LPT Ray Ewings, Lieut Alan Hinchcliffe and the Rev. David Prosser raised £100 when they toured H.M.S. VERNON in fancy dress to raise money for 20 food parcels which were distributed locally by L-Wren Ceri Rees, and CMA Brian Killick.

The Royal Navy and Royal Marines raised £5,505, for the annual PARK LANE FAIR at the Park Lane Hotel, London, to aid the Forces Help Society and Lord Roberts Workshops. The sum beat their 1975 record.

The Royal Marines contributed the lion's share, nearly a third of the total.

The liaison between H.M.S. FIFE and the Scottish kingdom of Fife extends to some very worthy causes. The ship's company has presented a trophy to the Scottish Sports Association for the Disabled for their bowls champion, and has raised £120 to help send two handicapped children from Glenrothes to the 1978 Six Town Olympiad, in Boblingen, West Germany. The ship's welfare fund also provided the competitors with H.M.S. Fife T-shirts.

H.M.S. BRIGHTON has raised £200 for the Hamilton Lodge School for deaf children at Brighton, the ship's adopted charity. The money was raised by a sponsored slim-in undertaken by the ship's ten most overweight officers and sailors.

In a six week trip to the Mediterranean the ten lost more than 100 lbs. between them. Champion slimmer was the ship's engineer officer, Lieut. David Board, who lost 1½ stone.



Preparing for the "off" in a 75-mile relay run are five staff members of H.M.S. Royal Arthur who raised a total of £165 in sponsorships for the Bath branch of the Spastics charity. Left to right are Lieut. Tom Richardson, POPTI Dinger Bell, CPO Paul Doswell, LS Martin Glead and WTR Bungy Edwards.

Their run from Royal Arthur to the Black Mountains Trek base camp, Ty Isaf, took just over eight hours at an average speed of nearly nine-and-a-half miles an hour.

Picture: Wiltshire Times

Destination Black Mountain

The staff of H.M.S. ROYAL ARTHUR excel not only as runners. A pub time challenge from commanding officer, Cdr Christopher Seal, resulted in a three-team assault on the Black Mountain trek, an endurance test fondly remembered by all who have completed the PO's leadership course at Royal Arthur.

Cdr. Seal's challenge — to two locals in the Royal Arthur's traditional pub in Wales, the Skirrid Mountain Inn — was issued as a result of an observation that sailors were not the only people capable of completing the mountain track.

Cdr. Seal led the Navy team of Lieut.-Cdr. James Luard and Lieut. Keith Dudley, and CPO Paul Doswell, Royal Arthur's chief instructor, joined the "Welsh Hillbillies" to give them experience of the course.

GOC Wales, Major-General J. D. C. Graham heard of the challenge and promptly entered an Army team from GHQ Wales at Brecon.

The Navy finished the tough 60-70 miles of mountain trekking in 34 hours, with the Army second in 38 hours and the Hillbillies a creditable third.

Their efforts raised £272 which was given to two Abergavenny charities.

A sponsored walk from Lisbon to Porto by REMI Tickner, raised £38.30 from NATO personnel and British Embassy staff Lisbon, for an education and rehabilitation centre for inadapted children at Estoril. REMI Tickner completed the 420 miles in eight days.

While deployed in the Mediterranean as the Dartmouth training ship, H.M.S. FEARLESS raised £560 to buy guide dogs for the blind, and £250 for Plymouth

Deaf Children's Society.

Various sponsored runs, including a marathon in Athens, a village fair held on the flight deck, and charity concerts by the Royal Marines band, helped raise the money.

A triple-disco held at H.M.S. COLLINGWOOD in aid of the King George's Fund for Sailors raised £255.30. The event attracted 403 people.

It pays to sing

The busy streets of London can yield a rich harvest as a group of naval officers at City University found, when they went carol singing.

Fifteen of them, mostly first and third year students, helped by some nurses and civilians at City University, raised £240 for Spina Bifida children bringing their total raised in the past three years to £960.

To give pleasure rather than raise cash was the aim of the choir from H.M.S. HERMES who sang carols in a number of homes and hospitals in Tiverton, Devon. The Hermes is the town's adopted ship.

The choir, augmented by a WRNS officer and six Wrens from Plymouth Command, brought a gift of a cake, from the ship's bakery, to every home and hospital visited and gave 50 hampers to the WVRs for the town's old folk.

H.M.S. LOWESTOFT's CPO's raised £30 carol singing in the ship's messes to give toys to a children's ward in a Portsmouth hospital.

The ship's company of the fast training boat H.M.S. SABRE, made carol headlines. Their singing raised £96 in Portland naval base. With the money they bought gifts including a television set for the children's ward of Weymouth district hospital, which no sooner received, were promptly stolen.

This unseasonable theft reported on local television and in the press, evoked a fantastic response from public as much as naval personnel. In one evening a further £200 was collected.

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GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

THE DANGER OF DEBTS

Pay-restraint policies are one of the reasons advanced for R.N. personnel getting more into debt, but it is conceded that other factors include a modern trend towards easier credit buying, high-pressure salesmanship, and more house-owners having to cope with mortgages, rates and other outgoings.

Whatever the single cause, or combination of causes, "the incidence in the R.N. of private debts drawn to the attention of Service authorities is increasing."

The situation is especially worrying in the Armed Forces, because a man's job is much more vulnerable than in civvy street. "Financial irresponsibility" may be regarded as a rather harsh assessment of strained pockets, but it is a view which has to be taken in relation to the handling of classified documents. A man up to the eyeballs in debt is a bad risk.

Although the other fellow's money problems can become an administrative burden to his superiors, the Service is anxious to help and advise wherever possible.

The danger of the city slicker selling at the door, and the all-too-easy credit cards, are obvious matters to be borne in mind in this age of severe inflation, but a man (or his wife) does not always recognize the problem until the

brick is hanging weightily from the neck.

So what do you do when the roof falls in on the cottage you have just bought? Or the repayments on the super hi-fi are harder than expected? Or the car needs a new engine? Or you can't afford to get home to see the family — even at week-ends?

MAKE A LIST

The Admiralty Board would prefer not to have Service intrusion into a man's private affairs, and a possible way out is for him to list all his debts and work out how much is possible in repayment to each one. He should make an offer, even if it can only be modest, and KEEP UP THE PAYMENTS. Firms are unlikely to take further action where a customer in difficulties is making a genuine effort to sort things out.

Commanding officers and divisional officers will always give advice and this can often prevent a disastrous situation developing. The SAFAB organization can also help on reliable sources of financial advice.

If more people are getting into debt it can only mean that others are slipping into danger. The hint is there for everyone to take.



"Who's moved from the 'jet set' to the 'debt set', then?"

Lott awards

The following awards from the Herbert Lott Naval Trust Fund are being made for "inventions and suggestions" — Lieut. T. McGhee and REA(A)1 D. T. Ash, CRS (RC1) M. D. Nickerson, RMECH C. Gowley (£110); FCMEA(P) W. T. Prout, FCRS(W) R. C. Sanders, CAA D. J. Garrett and AA2 M. J. Lamb (£100); CPO(OPS) (S) R. J. Nichols, Cdr. K. E. Ironmonger, R.N. (ret'd) (£75); Lieut.-Cdr. J. A. Wilson (£60); EA(Air)1 J. Carpenter, CMEM B. G. Topple, ELMN(A)1 W. Parkin and EA(A)1 A. Bartlett, AA(AE)1 A. G. Bridgland (£50); ELMN(A)2 R. B. Middleton and EM(A)1 A. M. Rankine (£40); CPO J. Howieson, AA(AE)1 C. Salter and POAF(AE) P. W. Morton (£35); OEA(O)1 D. L. Moreton, POCEL K. Marland (£30); Sgt N. Smith R.M., CPO(D) C. A. Peters, Lieut. R. Caesley and CAMN1 P. Williams (£25); CCEA P. M. Phillips and CEA(L)1 J. R. Hodge (£24); ELMN(A)1 W. Parkin (£20); ALS(MW) J. N. Harvey (£15); Sgt J. J. Bell R.M., LAM P. R. Coppins (£10).

DCI (RN) 814

Transfer chance

A limited number of opportunities exist for Supplementary List officers who show great promise under training to transfer to the General List. Details are announced of the opportunities for officers entered before September 1, 1977.

Arrangements for officers entered on and after September 1, 1977, will be promulgated shortly in a separate DCI.

DCI (RN) 799

No inducements

All three Services are taking action to stamp out the practice of removal contractors offering inducements to personnel for contracts financed by public funds. In future, removal contractors will have to sign a certificate vouching that no inducement has been or will be offered.

DCI (RN) 800

Terminal leave

Invalided or medically discharged personnel will no longer be required to give up part of their invaliding and terminal leave in order to undertake pre-release resettlement training.

All personnel who are invalided or discharged on medical grounds and have completed a minimum of one year's service will be eligible for up to 28 days pre-release training, in addition to any invaliding and terminal leave to which they are entitled.

DCI (RN) J 791

Reward's reward

Assistance rendered by H.M.S. Reward to MV St Magnus on May 26 and 27, 1976, has resulted in a salvage award which is now ready for distribution.

DCI (RN) 7

'Man overboard' Can you help?

The Royal Navy (it might be imagined) would know all about "man overboard" incidents. But not so. Such information as is available is dispersed among medical records, ships' logs, and board of inquiry reports.

In order to gain a comprehensive picture, the Survival Medicine Department of the Institute of Naval Medicine is carrying out for the Royal Naval Lifesaving Committee a research which includes a questionnaire to be completed

whenever there is a "man overboard" case.

The aim is to analyse the evidence in order to understand the extent of the problem and the adequacy of present recovery methods, lifejackets, and upper deck clothing.

No mention is made of reports from incidents in the past, but no doubt the research team would welcome contributions from personnel who have good reason to be able to offer a point of view where this relates to conditions and equipment still current.

The address is: Senior Medical Officer (Survival), Institute of Naval Medicine, Alverstoke, Gosport, Hants.

DCI (RN) 3

Holiday house

Douneside House, the former home of Lady MacRobert at Tarrland, 30 miles west of Aberdeen, is run as a holiday centre for officers of the three Services (serving or retired) and their families. Full details are given of the amenities and charges, in an announcement included in Defence Council Instructions.

The practice of management

"Techniques capable of manipulating quantitative information" may sound like a long-winded description of a fiddle, but the phrase is part of the modern jargon associated with the practice of management.

It is fascinating to read that "there was a belief that decision-making techniques would supersede junior and middle management, but it is now apparent that these approaches were either unacceptable or impractical for non-routine problems." Someone apparently has been teaching management to the teachers of management.

However, though it is tempting on occasion to cast a cynical eye on management fantasmagoria, specialised training is undoubtedly here to stay.

The subject of management figures prominently in the university residential courses, open to officer and ratings "with suitable qualifications or background." The full range of this further education is, however, very wide, including political studies, language courses, science, safety — and even "understanding personal taxation" and "an introduction to logic and clear thinking."

The official announcement gives details of courses until May, 1978.

DCI (RN) 777



Penelope refit

H.M.S. Penelope, scheduled to start a major refit on January 31, will become a tender to H.M.S. Drake.

DCI (RN) 778

DCI (RN) 780

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Getting out of the rut

One of the excitements of life in the Services lies in the opportunity to take part in adventurous training. This outdoor activity in challenging pursuits contains an ever-present risk to life and limb, calling for fitness, self-reliance, physical and moral courage, initiative, powers of endurance and inter-dependence. The training is designed to develop these qualities.

Activities at present approved are free-fall parachuting, sub-aqua diving, gliding, off-shore sailing, and mountain activities (including canoeing, skiing and caving). Boat handling courses are also available.

The underlying intention of the Joint Services Adventurous Training Scheme is to awaken interest in the hope that a trainee will follow his chosen activity in the various clubs, and provide a nucleus of instructors. Members of the women's services are eligible.

Details are announced of the numerous courses available.

DCI (RN) J 820

About NATO

A course on international affairs has been arranged by the University of London Department of Extra-Mural Studies, for officers of the three services, on March 2 and 3. The subject will be "NATO's Southern Flank."

DCI (RN) 813

Formal warning

The Royal Navy is moving into line with civilian practice in ensuring that a formal warning is given to a rating where his deteriorating conduct or efficiency (or other factors) are likely to lead to an application for discharge "services no longer required," or "shore."

A period of time (not less than three months and not more than 12 months) is to be given for an improvement to be effected.

In certain cases, for example on serious civil conviction, it is appreciated that the need for quick discharge makes a warning impracticable.

DCI (RN) 779

'CORPORATION' OFFER TO AID SCHOLARSHIPS

Sons of R.N. and R.M. officers of the rank of lieutenant or above are eligible for scholarships awarded by the Royal Naval Scholarship Fund. No examination is required.

The scholarships (usually averaging £200 per annum) go to candidates between the ages of 8 and 18, and may be tenable at any public, secondary, preparatory, or primary school approved by parents or guardians and by the governors of the fund. They may also be tenable at any institution of professional, technical, or industrial instruction approved by the governors.

In order to increase the number of scholarships, officers are invited to become members of the Corporation of the Royal Naval School, for which the qualification is an annual subscription of not less than £5.

DCI (RN) 5

Many happy returns, sir!

Right: As thousands remember him from wartime days — the admiral who was to become Lord Fraser of North Cape.



"Fraser of North Cape," a title which appears at the top of the Officers' Seniority Lists of the Royal Navy, is one to set the wartime memories stirring. Here to mark the 90th birthday on February 5 of the famous Admiral of the Fleet and former First Sea Lord, Lieut.-Cdr. V. A. Cox, R.N.V.R., pays tribute to the man he served as flag lieutenant in H.M.S. Duke of York:

It was Bruce Fraser's extraordinary kindness that first impressed me. After all, he was Third Sea Lord and Controller of the Navy and I a mere sub-lieutenant, R.N.V.R. yet his gentle, natural kindness, his genuine interest in everyone he met, and his twinkling good humour endeared him instantly to all those with whom he came into contact.

To serve on his staff was a privilege, a pleasure and an unforgettable experience. Yet the most remarkable feature of his character was, paradoxically enough, a steely, dogged, stubborn refusal

to be deflected from the path he was convinced he had to tread. I never once saw him angry, or flustered or discourteous. When faced with a tough problem or a difficult decision, he would puff deeply on his perpetual pipe — he once actually caught fire! — and then solve the problem, or take the decision, with a calm, wise commonsense that was the essence of the man.

As the Navy's greatest gunner and designer of the 14-inch turrets that helped to sink the Bismarck and the Scharnhorst, he was a master technician

and tactician. What satisfaction it must have given him to have masterminded, from the bridge of H.M.S. Duke of York, the operation which led to the sinking of the Scharnhorst off the North Cape of Norway when he was Commander-in-Chief Home Fleet, the occasion from which he took his title. It is of interest that this battle proved to be the last encounter gun to gun by two capital ships in mortal duel.

When he was appointed VA2 Home Fleet in the Spring of 1942, he argued that he had not, till then, been to sea since the declaration of war, and insisted on gaining his baptism by fire in H.M.S. Rodney, in the last, dramatic Malta convoy of August 1942.

SAVED BY A MIRACLE

It was the same when he assumed command of the British Pacific Fleet in 1944. He wasted no time in sailing as an "observer" in the U.S.S. New Mexico for the invasion of the Philippines, where the battleship was "kamikazed" and he escaped death only by a miracle. But that was just what he wanted — to see everything for himself, to share the dangers and privations, to learn everything first hand, the hard way, the best way.

Admiral of the Fleet Lord Fraser of North Cape, GCB, KBE, will be 90 on February 5. The brain is still needle sharp, the memory unimpaired, the eyes as blue and keen as ever — and a warm welcome always awaits his many old friends at his simple house, filled with souvenirs of glories past, but not forgotten.

"Many Happy Returns" to a great sailor and a truly great gentleman.

ROGER, THE (BULL) DODGER...

Ole! The matelot playing matador in a bullring specially arranged for H.M.S. Achilles when she visited Cartagena, Spain, is NA(AH) Roger Akers, whose victory was one of a number chalked up by shipmates.



Final score for the afternoon was said to have been Royal Navy 10, Spanish Bulls 0!

Reason for the visit to Spain was to celebrate the International Naval Films Festival, won by the U.K. with "Shout at the Devil."

The trophy was accepted on behalf of the U.K. by the frigate's commanding officer, Cdr. N. E. Rankin. It is hoped to hand over the trophy to the star of the film, Lee Marvin.

Pictures: PA(AF) Pinkard



○ Australia Shield

The Australia Shield for 1977 has been awarded to the embarked elements of 829 Squadron. "The Wasp flights and their parent ships have achieved and maintained a creditable standard of operational readiness throughout the year," says the official announcement. "Flight personnel have demonstrated professional skill and dedication of the highest order in often very demanding conditions."

DCI (RN) 28

○ Spectacles

Details are announced of the entitlement and procedure for demanding and accounting for the supply of civilian pattern spectacles to Service personnel.

DCI (RN) 23

○ Power boats

Fleet Management Services Team 1 has been tasked with conducting a study into the requirement for power boats in R.N., R.M., R.N.R., and R.M.R. establishments.

DCI (RN) 27

'MINIDAIRY' EQUIPMENT

The December issue of Navy News contained an item about the use of "mini dairy" machines in H.M. ships and was accompanied by a "mini" cartoon.

We are afraid that the cartoon caption has upset the U.K. agent for GACO Minidairy equipment, which has been used by the Royal Navy for a number of years.

Navy News is sorry they feel unhappy about the cartoon and is only too pleased to assure readers that the GACO equipment is built of stainless steel throughout and that there is no possibility of rust.

APPOINTMENTS

Vice-Admiral S. F. Berthon is to be Deputy Chief of the Defence Staff (Operational Requirements) in March. His appointments have included Flag Officer Medway and Port Admiral Chatham. In 1976 he was appointed Assistant Chief of Naval Staff (Operational Requirements).

Capt. S. A. C. Cassels is to be promoted rear-admiral on July 7 and is to be Assistant Chief of Naval Staff (Operational Requirements), in succession to Vice-Admiral Berthon, in February in the acting rank of rear-admiral.

Capt. Cassels has commanded H.M. ships Eskimo and Fearless and served as a commodore in MOD before taking command of H.M.S. Tiger in 1976.

From January 1 Rear-Admiral J. A. Bell became Naval Instructor Officer. He continues as Director of the Naval Education Service.

Surg. Capt. I. H. Colley is to be promoted surgeon rear-admiral on February 6 and is to be Surgeon Rear-Admiral (Ships and Establishments), in succession to Surg. Rear-Admiral F. J. O'Kelly, on February 7. Surg. Capt. Colley's appointments have included Director of Environmental Medicine, Command Medical Officer for FONAC, and Director of Health and Research (Naval).

○ Duty warning

A warning about the duty-free wine and spirit allowances for personnel arriving from overseas in H.M. ships points out that only imported goods may be used for this purpose, and stocks must therefore be embarked before leaving the U.K., or obtained abroad. They must not be embarked on arrival in the U.K.

DCI (RN) 2

○ Fire damage

Although more fires were reported in ships and establishments in the year 1975/76 than in the previous 12 months, the amount of damage fell from £1,227,545 to £242,799. The major cause of outbreaks was "electrical origin."

DCI (RN) 26

The following were appointed ADC to the Queen from January 7:

Commodores A. J. Leahy, P. G. M. Herbert and C. W. Awmack, and Captains P. K. C. Harris, R. L. Garnons-Williams, W. D. Lang, A. L. L. Skinner, M. C. Henry, S. A. C. Cassels, C. B. Williams, D. O'Hara, and J. E. C. Kennon.

Surg. Rear-Admiral F. J. O'Kelly is to be Surgeon Rear-Admiral (Naval Hospitals) from February 14.

Other appointments recently announced include:

Capt. D. W. Beadle, Centurion in command May 2 (to serve as commodore).
Capt. G. M. K. Brewer, Tiger in command. January 31, 1978.

Capt. G. W. Lowden, As Director of Naval Service Conditions, May 18.

Capt. A. E. Thomson, As Capt. 10th SM Squadron and QHM Clyde dockyard ports, May 12.

Capt. D. H. Morse, Intrepid in command, June 5.

Cdr. M. S. Pringle, Gurkha in command, March 7.

Cdr. R. T. Newman, Naiad in command, December 29, 1977.

Lieut.-Cdr. E. R. Humphrys, Bileston in command, January 23, 1978.

Lieut.-Cdr. K. A. Johnson, Brinton in command, December 8, 1977.

Lieut. G. R. Bent, Dittisham in command, May 8.

Lieut. J. M. C. Maughan, Tenacity in command, July 18.

Lieut. A. D. Telford, Bickington in command, December 8, 1977.

OBITUARIES

J. C. Devitt, Lieut. (i) H.M.S. Collingwood, December 14.

T. J. Dennis, Sub-Lieut. H.M.S. Neptune, December 18.

J. L. N. Ommanney, Capt. H.M.S. Nelson, Recently Capt. of the Port and Queen's Harbourmaster, Portsmouth, December 20.

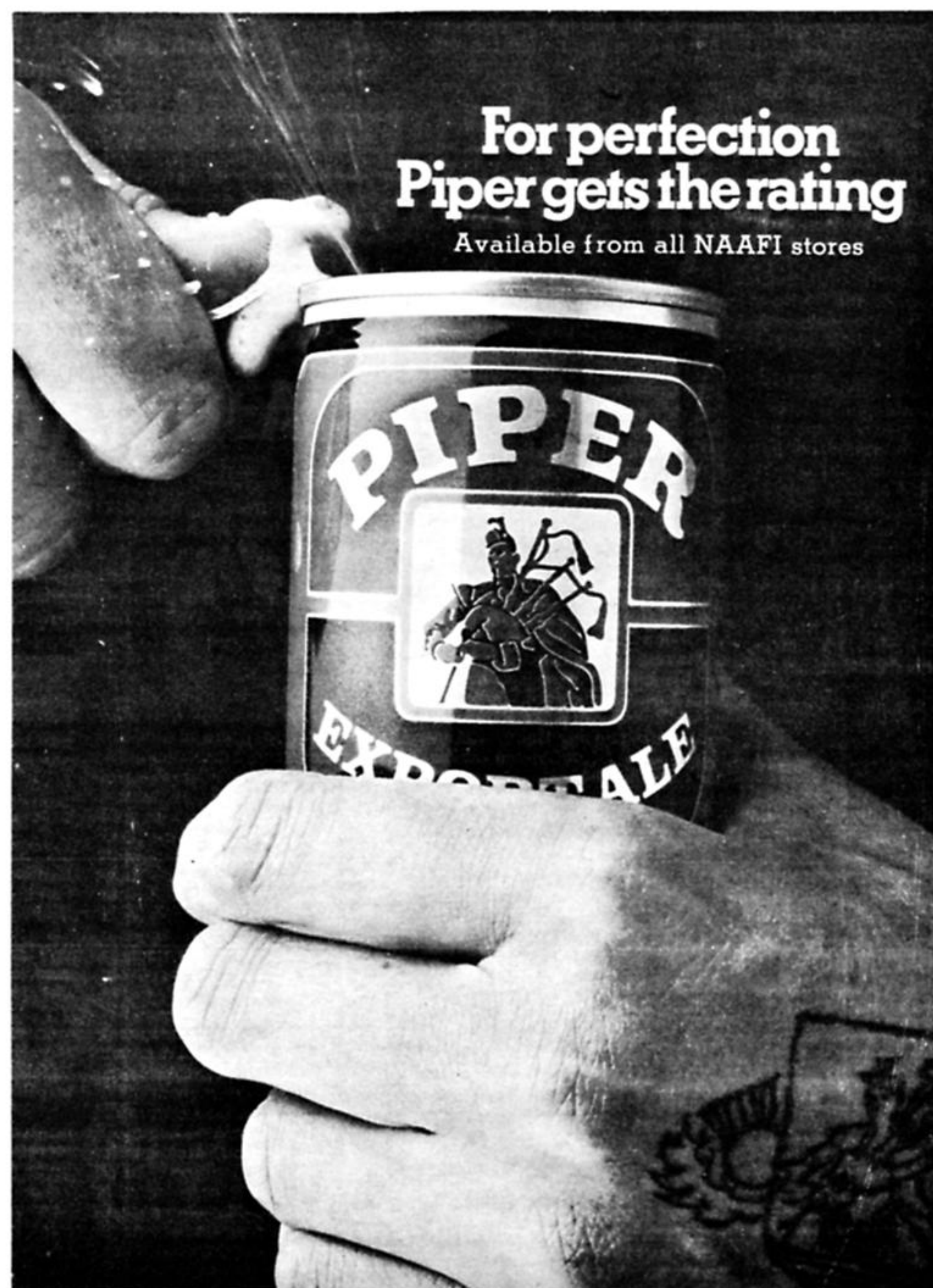
P. A. Millar, LEM(AW) H.M.S. Ark Royal, December 29.

Mr. R. H. (Bob) Grant, Gosport, Ex-COA, Chief Instructor, H.M.S. Vernon.

Mr. F. G. Stoodley, Yeovil, Ex-AA1, Fleet Air Arm, 1941-1958, December 30.

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ABOUT BOOKS

Greenwich: The most interesting place in Britain!

Just over 500 years ago, the royal palace at Greenwich became the first English house to have glass windows fitted, but the area even then had many centuries of more notable reasons for fame.

"The Story of Greenwich — Palace, Hospital, and College," has been set down by C. M. Dawson, of the Department of History and International Affairs at the Royal Naval College. The book can be obtained from the author, at R.N.C., price £3 (plus 25p postage and packing).

Most interesting place

Who would deny Mr. Dawson's suggestion of Greenwich as the most interesting place in Britain? "Known the world over for its astronomy and maritime renown, it provides as well one of the most sublime sights of English architecture."

The book is generously illustrated, the collection including one remarkable picture. Other places may have a ghost, but an actual photograph of the resident spook is possibly unique.

Is this the ultimate arrow?



The Royal Navy, as part of the NATO Alliance, needs a cruise missile to overcome the U.S.S.R.'s overwhelming advantage at sea, according to Captain G. R. Villar, writing in the new edition of Jane's Weapon Systems. Pictured above is the U.S. Tomahawk with TERCOM navigation, for its low-level flight path.

A possible means of enhancing still further the Tomahawk accuracy is the U.S. Navy-developed SMAC (scene matching area correlation) homing system, which involves the use of photographic techniques to refine the final TERCOM update and direct the missile to its target.

Only a handful of people comprehend the technology of producing the advanced weapons of war and the significance of vague rumours or "guesstimates."

Everybody understands the killing power of the arrow, the shield which stopped it, the more powerful arrow which penetrated the shield, and the stronger shield which held the improved arrow.

Then of course the Normans fired their arrows into the air, circumventing the shields.

Today the story continues in exactly the same way, except that the arrows and shields have been super-complicated to the stage that even among our governmental leaders — the men who would decide on war — understanding is limited to an ever-diminishing circle.

A detached view of the science of mass killing is once again offered in the foreword of the 1978 edition of *Jane's Weapon Systems*.

Mr. Ronald Pretty, the editor, discusses the implications of the Washington announcement that the U.S. has been engaged on the development of the so-called neutron bomb, or enhanced radiation weapon.

● Neutron bomb

A one-kiloton yield neutron weapon could achieve the same lethality as a ten-kiloton conventional nuclear shell or warhead, and when exploded at a height of 600 feet would put paid to any matelot or Tommy Atkins within about 1¼ miles, though he might take several weeks to surrender this mortal coil.

Mr. Pretty admits the information on the

subject is sketchy, to say the least, but is "more than adequate to justify the contention that advanced radiation weapons are indeed dreadful in their implications."

The knowledge that both the Soviet Union and the U.S. have the capability for developing the enhanced radiation warheads is unlikely to provoke lively discussion down at the old Bull and Bush, but we can only share the Jane's hope that our leaders will endeavour to keep us in the right sort of bargaining position.

● Beam weapon

A major concern for the Royal Navy and NATO lies in the renewed attention to the development of the "charged particle beam weapon" which, if some forecasts proved right, could neutralise the ballistic missile as a threat.

Would this be the ultimate shield to fend off the ultimate arrow? Who knows? Certainly it stirs the fear that the R.N.'s contribution to NATO of the nuclear deterrent might suddenly collapse.

However, U.S. experts do not believe that the U.S.S.R. can yet shoot down ballistic weapons with charged particle beams, or are likely to do so in the "forseeable future" (how long is a piece of string?).

● Cruise missiles

Perhaps the Americans are comforted not only by their sources of information, but also by the Tomahawk and ALCM cruise missile weapons, which have a flight path closely following the earth's surface, and likely to

be out of sight of the CPB (charged particle beam) weapons that are thought likely to be installed to provide a protective shield against missiles approaching on a ballistic trajectory.

The world can only wait until one side or another is able to produce convincing proof that all ballistic missiles are now scrap, or that the CPB has proved to be a costly failure.

Jane's believes that whatever claims may be made, ballistic missiles will be retained until natural obsolescence claims them, if only as a kind of "paid up insurance policy."

● Naval weaponry

Once again, the book includes a survey by Captain G. R. Villar of the current state of naval weaponry, in which he points out that the submarine, missile and mine are all beginning to move ahead of today, into realms where answers are more difficult to find.

"The deep water mine," he says, "activated in war to home only on to selected enemy ships, is the most potent of the possible weapons, and one to which no ready answer appears."

He urges the need for a cruise missile — "the one weapon which could prevent the U.S.S.R. having an overwhelming advantage at sea; which could give the West a chance to retaliate short of nuclear war."

Jane's Weapon Systems cost £27.50 — a monumental publication of more than 1,000 pages, a million words of editorial and 1800 photographs and line drawings.

CONWAY MARITIME NEW BOOKS

New Naval Titles

WARSHIP 5 edited by Antony Preston

The latest issue of this popular quarterly journal devoted to the design, development and service history of combat ships. Articles include: the battlecruiser *Tiger*, *Essex* class carriers, *Tsu-shima* (1905), US heavy cruisers, early Austrian submarines. 72 pages, many plans, photos and tables.

Available January £2.25 per copy (including postage) or £9.00 for an annual subscription.

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The hard-backed annual volume of the first four issues of *Warship*. Subjects covered range from the *Lexington* (CV-2) to the *Kiev*, from Italian battleships to *Flower* class corvettes, and from British destroyer appearance to German battleship armour schemes. Over 40 articles, 100 plans and diagrams and 200 photographs.

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Available shortly, this new series is devoted to technical and historical aspects of warships. Written by acknowledged authorities, they are designed to provide the essential in-depth information and pictorial reference for all model-makers, wargamers and enthusiasts. The first two titles are *Battlecruisers* by John Campbell and *Super-Destroyers* edited by Antony Preston, which covers the big destroyer leaders of the Second World War.

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Fabulous Atlantic liners

The *Lusitania*, and the *Titanic* which followed her, were part of the drama of the great passenger ship era.

As vessels attained fabulous standards of size and opulent comfort, who could have guessed that they would be driven from the seas by the new toy of adventurous eccentrics — the aeroplane.

In some ways there was a parallel with the beautiful clipper sailing ships, which evolved quite swiftly only to die at the height of their perfection by the advent of steam.

THE GLORY

"North Atlantic Panorama," by P. Ransome-Wallis, is published in handsome style by Ian Allan (price £7.95), the generous illustration reflecting the glory of a maritime scene which now survives only to a limited degree in the tourist liners.

The book deals not only with the ocean giants, but with the smaller vessels which economy demanded for the important England-American trade.

ODDITIES FROM ONION ISLAND

An officer has various methods of ending his promotion in the Service, one of the best being demonstrated by Capt. John Ayscough, who in 1832 was commissioner (superintendent) of the dockyard in Bermuda.

He wrote to the Admiralty expressing his "dismay at His Majesty's mental state, and hoping that when he regained his health he would take steps to replace the reigning government with one more capable."

Anyone who may be tempted to add the comment, "I know the feeling," should harken to the sequel.

Obviously not all letters linger long in the "in trays," because the bold captain's relief was out by the next ship.

The incident is described in "The Andrew and the Onions — the story of the Royal Navy in Bermuda, 1795-1975," by Lieut.-Cdr. Ian Stranack.

The island of Bermuda, much in the news of late as strife threatened the holiday paradise, was once known for its main export — a special type of onion which became famous for its mild sweet taste.

Little is known about Bermuda before 1600, except that it was a stormy and inhospitable place bounded by dangerous reefs.

All this changed when a survey completed in 1797 revealed a navigable channel into a safe anchorage — the discovery being the real starting point for the R.N. association.

Ian Stranack's book, produced in modest style, boasts no wealth of coloured illustrations, but contains an absorbing and often amusing tale.

"The Andrew and the Onions" will make avid reading for Grey Funnel Line tourists — and indeed for all interested in the history of the Service.

It is published by Island Press, Bermuda (price 4.95 dollars), but the author is hoping to arrange distribution in the U.K. His address is Malabar House, Middle Street, East Harptree, Avon, BS18 6AZ.

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MAGIC!

After a Christmas break in the Far East and Australia which won a "Magic!" tag from the sailors, the ships of the Group Six deployment got down to business again in earnest.

As H.M. ships Amazon and Cleopatra and R.F.A. Grey Rover sailed from Hong Kong for Japan, the ships which spent the break in eastern Australia prepared for their final visits to ports in the con-

continent before heading north to exercise in the China Sea.

H.M. ships Rhyll and Mohawk and R.F.A. Tidepool had spent Christmas in Adelaide, H.M.S. Zulu at Geelong, R.F.A. Tarbatness at Hobart and H.M.S. Tiger and R.F.A. Regent in Sydney. Lavish hospitality was offered and with station leave granted, everyone had a chance to get away for a few days.



Showing the flag took on a whole new meaning when H.M.S. Zulu's charity relay runners trotted triumphantly through Sydney near the finish of their marathon trip from Geelong, near Melbourne.

The runners, who raised more than £1,000 for the Australian Silver Jubilee Appeal, were (left to right) MAA Ralph Swan, LS(M) Lou Llewellyn, PO (M) Paddy Moffat, LRO (T) Dave Yeoman, AB (S) Scouse McIntyre, REM1 Tug Wilson, LTP1 Jimmy Green, AA2 Dag Guest, an anonymous friend from the Commonwealth Bank, and Lieut. Roger Lane R.M., Sub-Lieut. Keith Creates, and AB(S) Buster Brown.

Picture: Commonwealth Bank.



Mne. Danny Glover
(See Main story)

GROUP SIX

Refuelling in triplicate ... R.F.A. Tidepool replenishes H.M.S. Tiger and H.M.S. Amazon abeam and H.M.S. Cleopatra astern during the Group Six deployment to the Far East and Australia.

During 1977, while acting as flagship to the Flag Officer Second Flotilla for both the Group Five (Caribbean) and Group Six deployments, the Tiger carried out a total of 90 replenish-

ments. In addition, the Tiger's Sea Kings of 826 Squadron did 13 vertical replenishments and Tidepool's friendly Wessex delivered stores innumerable times.

Footnote for seamen: The Tiger's seaboard was exercised 73 times. If any other ship can match this, Commander-in-Chief Fleet will be happy with the year's returns!

Picture: LA(Phot) J. R. Battersby-Hill

TIGER v. ELEPHANT!

H.M.S. Tiger's New Year was rung in with a 5ft. bell rope made specially for the occasion by PO Bomber Wells and AB Wally Mackay.

As the ringing finished the ship's company were treated to a grandstand view of the Sydney firework display, which opened the Sydney Festival and which rivalled the Jubilee display in London last year.

The Tigers had a sunny Christmas in Sydney — and brought sunshine to their hosts. A team from H2 POs Mess played Santa to children of the Royal Alexandra Hospital, while a group from 826 Squadron helped out in the casualty department of Sydney Hospital.

The tug-of-war team, competing in the 109th Sydney Highland Gathering, found themselves pulling against a ten-ton elephant — and winning by two pulls to one!

Christmas Day was spent traditionally on board the helicopter cruiser and many took advantage of the fine weather to make the most of Sydney's famous sun and surf.

On leaving Sydney, the Tiger was inspected by Rear-Admiral Martin Wemyss, Flag Officer Second Flotilla, before visiting Brisbane at the end of January.



The Fiddlers Green line-up pictured by LA(Phot) Ian Pithie relaxing by Sydney's Archibald Fountain consists of (left to right) CEA Clive Bradbury, LREM Sam Talbot, Susan Elvin and Lieut. Pat Elvin.

'FIDDLERS' HIT HIGH NOTE

Television, radio and club appearances — plus the honour of opening the folklore section of the Sydney Festival — really put H.M.S. Tiger's folk group, Fiddlers Green, on the map during the ship's stay in Australia.

The group is normally six strong but because two members, Lieut. Ken Instone and LWTR Pat Macdonald were detached to the naval air station at Nowra with 826

Squadron, the repertoire was altered to include four part unaccompanied traditional folk songs.

Susan Elvin, wife of group member Lieut. Pat Elvin and herself a semi-professional musician, joined the group while visiting her husband in Sydney.

In Sydney the group was invited to perform at leading folk clubs and on radio and had a television appearance lined up for the Tiger's visit to Brisbane at the end of January.

Formed at the start of the ship's last

deployment, the group played in the West Indies and South America before successfully auditioning for "Opportunity Knocks" and appearing on B.B.C. television at the time of the Silver Jubilee Review of the Fleet.

Fiddlers Green, with a changing line-up which has included LA Doc Cann, LMEM Knocker White, Lieut. Ken Instone, OEMN Dick Shepherd and LREM Sam Talbot, have performed at every port the ship has visited, including the Istanbul Hilton.

How to win friends, Zulu fashion

"You lucky blighter — Christmas dinner on the beach with a bird in a bikini!" Every sailor on board H.M.S. Zulu must have heard that a dozen times before the ship sailed on the Group Six deployment in September. In fact, it rained on Christmas Day at Geelong, where the ship spent the holiday ... and there was snow a few hundred miles away.

However, the weather was not allowed to spoil Christmas. More Australians invited sailors into their homes than there were Zulus to go round and when the ship sailed more than 500 well-wishers thronged the jetty.

The stay produced a hero — Marine Danny Glover, whose knowledge of artificial respiration and cardiac massage saved the life of a new-found friend after a swimming accident. Danny brought his mate back to life five times in a dramatic car dash to hospital, then returned on board without bothering to report the incident.

Determination of a different kind was shown by the 12 Zulus who spent Christmas in strict training — and then ran 612 miles to Sydney, the ship's next port of call, in 79 hours 20 minutes, and average speed of more than 7½ m.p.h.

Their effort raised more than £1,000 for the Australian Silver Jubilee Appeal and helped to say "thank you" to Australia for her response to the ship's visit.

A word of praise, too, for the drivers and cooks who accompanied the run and kept the boys

going.

Other sport was much in evidence, although success was hard to come by, victory only coming in — of all things — a pick-up game of Australian rules football against a cricket club!

During the Zulu's stay at Geelong thousands toured the ship, including a group of sea cadets who went to sea for the first three hours of the trip to Sydney, and a children's party was a great success.

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"Now you are a trained fireman, how about filling the coal bucket?"

NEWSVIEW

Of dedication —and deserts

With the firemen's strike over and Servicemen back to more familiar duty or taking well-earned leave, tributes to a remarkable episode have continued to flow.

The experience provided naval firefighters with a mixture of action (including danger) and boredom in varying proportions. While it constituted a disruption in the pattern of duty and family life, it was a challenge which the Service took in its stride.

Demands and strains imposed on Servicemen and their families were mentioned in a tribute from the Home Secretary (Mr. Merlyn Rees), who said that these had been met with "unflinching dedication and forbearance." The men had tackled a difficult and unfamiliar role with a courage, skill and determination which had been an example to everyone.

Referring to the firefighters' "magnificent" effort, the Defence Secretary (Mr. Fred Mulley) said, "The Home Secretary speaks for all members of the Cabinet in expressing admiration for the Service firefighters and thanking them."

It will, of course, be remembered that it was a strike over pay which set the Servicemen in the forefront of public view and served to focus attention on their own pay situation. Appreciative members of the public, especially those with personal reasons to be thankful, would be gratified to see the Services achieve the pay rates they deserve.

Happy returns!

When H.M.S. Bulwark made a stylish exit two years ago and disappeared from public gaze into the recesses of Portsmouth dockyard — filed under the mysterious initials PxO — how many would have fancied a flutter on her chances of a come-back?

Maintaining morale through the rigours of a refit presents a challenge for any ship, even when there is light at the end of the tunnel. With the aura of uncertainty hanging over the Bulwark, the problem must have been the greater.

If the will to survive, both by keeping maximum "life" in the carrier and by extra-mural activity, counts for anything, then the Bulwark deserved to make it. Now her ship's company and those who will be joining in the coming months have a real target as she prepares for her new lease of life.

The Mighty "B" is one heavyweight to disprove the old boxing adage that they never come back.

NIGHT OF DRAMA FOR 'KIPPER TWO'

Just a week before the firemen's strike ended, Royal Navy and Royal Marines firefighters dealt with Britain's most expensive fire during the strike, when the 100-bedroom Grosvenor Hotel in Glasgow burned to the ground with an estimated £10 million worth of damage.

The story of this fire is graphically recounted in the log of Lieut. John May, of the Polaris submarine H.M.S. Renown, who commanded the first search and rescue team — "Kipper Two" — to arrive on the scene.

"071945 JAN While en route (to Hotspur Street) a call was heard from Fire Control to SB1 and 2 to attend the Grosvenor Hotel, Great Western Road, where a fire alarm was in operation. "Kipper Two" team were in Great Western Road at the time, so I radioed to Fire Control and informed them that we would investigate. Time between the first call from Fire Control and our arrival was about one minute.

At the main entrance I met the hotel manager, who informed me that the hotel had been cleared of guests and staff, with the exception of the night porter, who was still checking upstairs rooms. He advised us of the scene of the fire, which was downstairs in the Steak Grill Room.

I ordered the first two breathing apparatus wearers, LREM John Murphy and AB John Cowie to search the Grill Room for trapped personnel, and if possible, to locate the fire for the firefighters. They then entered the hotel. I remained at the main entrance with the standby BA wearers.

After about five minutes a sudden flare-up was seen on the stairs by which the BA wearers had entered the Grill Room. Within another two minutes the whole of the foyer was ablaze and the main entrance doors, which were glass, shattered in the intense heat.

Beaten back

Not knowing the layout of the building, I believed that Murphy and Cowie were trapped in the blaze and I asked the police escort to radio this to Fire Control. By this time the fire was spreading rapidly upwards. I broke into a fire exit to the left of the main entrance and ordered the standby BA wearers to make an entry and try to find another entrance to the Grill Room. They were beaten back by the heat.

By this time two appliances had arrived at the front of the hotel together with "Kipper One" (the RN Search and Rescue Unit for north of the River Clyde). This unit went to search the rear of the hotel.

Unbeknown to me, Murphy and Cowie had successfully searched the Grill Room and, finding no one else present, had proceeded to fight the fire using a hotel first-aid hose reel. The first appliances at the scene had arrived at the rear of the hotel and two Marines had entered with

a hose, foam branch pipe and foam cannister. Cowie was using the first-aid hose to douse the ceiling and Murphy took the foam hose and directed it on to the flames.

They thought they had the fire under control until a sudden flare up caused thick smoke within the room. Murphy told the two Marines to evacuate and he and Cowie continued to fight the fire. This flare-up was the one that I had seen from the front entrance.

Ceiling ablaze

Within a very short time the ceiling was ablaze and starting to fall so the two men followed the hose back and successfully evacuated via the rear entrance. Approximately 25 minutes had elapsed by this time and the fire was spreading rapidly through the building. More appliances were requested.

Shortly after the flare-up, the night porter had to be rescued by ladder from the first floor balcony.

Subsequent spread of fire was rapid and uncontrollable. Fire officers were in attendance and requested that both rescue teams remain in

attendance until the fire was under control. An attempt was made to halt the spread of fire at a fire door. The BA wearers took a hose to this door, but the pressure was insufficient to be of great value, and the attempt had to be abandoned.

While standing by, the team assisted the occupants of the private flats farther along the terrace to evacuate personal belongings and valuables. The team remained at the scene until the spread of fire was halted, then returned to base. Time in — 0033."

At the Grosvenor Hotel fire a total of 11 Green Goddesses were deployed — eight manned by Royal Navy crews and three by Royal Marines. The blaze took eight hours to bring under control and crews were still there damping down 24 hours after the outbreak. Although the hotel was gutted, an adjoining Georgian terrace was saved.

The daring efforts of all involved in fighting the fire received high praise especially from the Reo Stakis Organization, which owns the hotel.



**SIGNAL
FROM THE
CHIEFS OF STAFF
TO ALL FIREFIGHTERS ...**

'You have earned the Nation's gratitude and respect'

The following message was sent from the Chiefs of Staff to all those who were involved, directly or indirectly, in firefighting operations: "Now that the FBU strike is officially over, we would like to record our appreciation of the way in which you have tackled this protracted emergency. You have shown determination, stamina, and an exemplary sense of duty, and have performed dangerous and unfamiliar tasks with courage, fortitude, and skill."

"In spite of the long hours, the additional strain, and the increased family separation that the strike has caused, you have managed to keep your sense of humour. All this in the best traditions of the Services. You have earned the Nation's gratitude and respect."

During the firemen's strike men from Rosyth-based ships and establishments provided cover for the whole of Fife, from six emergency fire stations. More than 250 calls were answered. The biggest fire in Fife was at an egg packing station at Thornton, where more than three million eggs and thousands of pounds worth of packing material were destroyed (see picture left). There were specialist search and rescue teams, equipped with breathing apparatus, in Edinburgh, Glasgow, Dundee, Aberdeen, and Grangemouth. In Glasgow — described as "the tinderbox of Scotland" — firefighting duties were carried out by men of all three Services as part of 40 Commando Group, Royal Marines.

Below: One of the R.N. teams based at Whipp's Cross — POCK John Rogers, AB Steve Col-drudge, LSA Robin Clerk, OS Kevin Young, AB Terry Shears and AB Steve Shimmins — deal with a car fire at Oliver Close, London E10.

Below: Fire crews from H.M.S. Daedalus, based in Poole and led by CPOs Roy Revell and Mel Dixon, were called out to deal with a blazing car at Corfe Mullen. Using a combination of water and R.N. foam-making equipment they stopped the flames from reaching the petrol tank.



Left: H.M.S. Collingwood's personnel experienced their first taste of firefighting sooner than they expected at Croydon ... Exactly one minute before they were officially due to take over from Army firefighters at Mitcham Barracks they were called to a fire in a dress shop. Four Green Goddesses arrived at the scene within five minutes and the crews, led by Lieut.-Cdr. Alan Johnson (on the right of the picture) fought for an hour to control the fire and stop it spreading to adjoining shops.

Picture: Croydon Advertiser



Right: The R.M. Band of the Flag Officer Scotland and Northern Ireland made a tour of all the emergency fire stations in Fife, which were manned by men of the Royal Navy. In Kirkcaldy, the conductor's baton was taken over, albeit temporarily, by CPO Barry McNeil, of H.M.S. Caledonia. Behind him are the crews of the two Green Goddesses based in the seaside town.



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Checking a Gannet nose wheel.



A Phantom returns.

FAREWELL

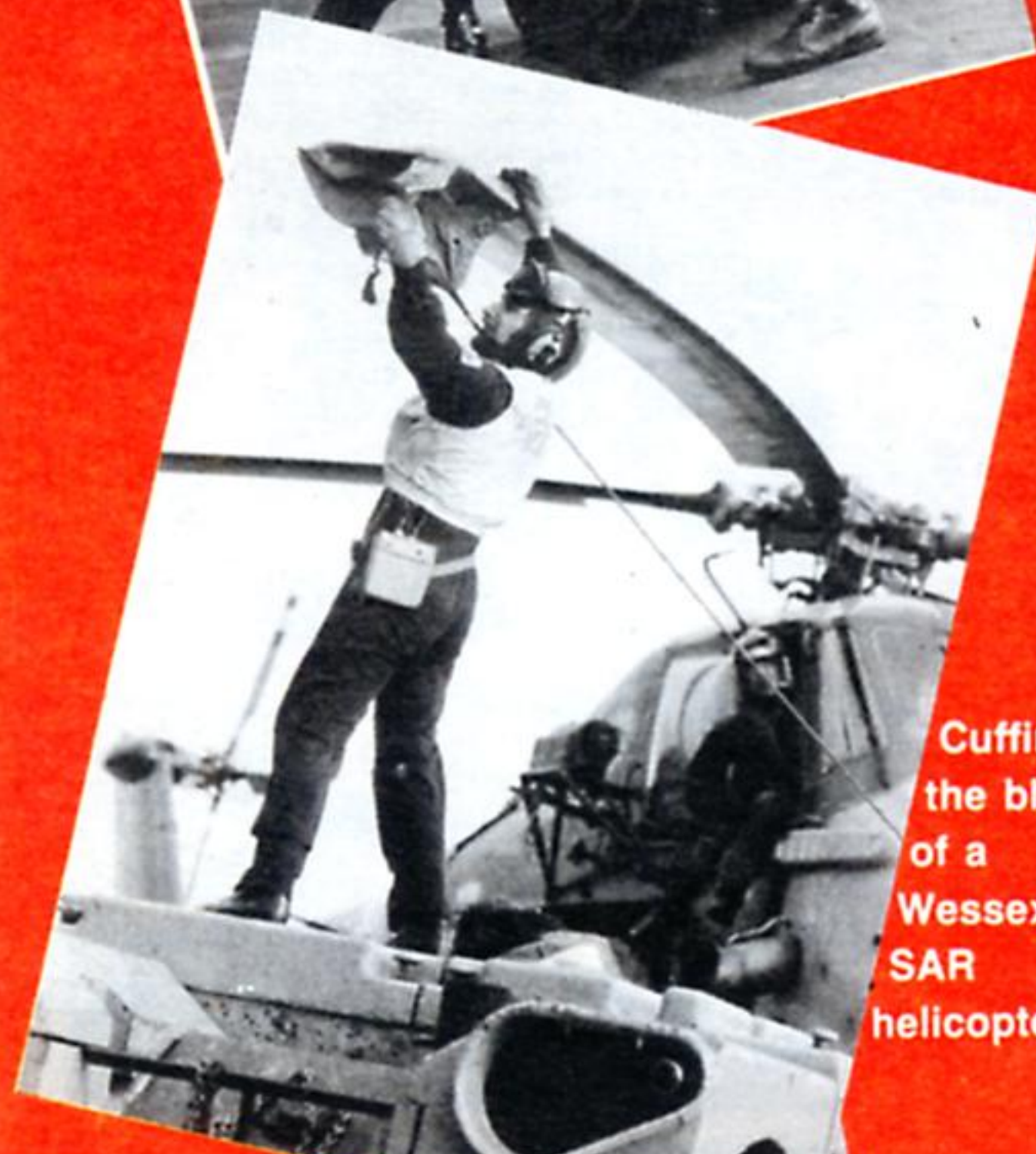
...and here

"Keep right on to the end of the road" H.M.S. Ark Royal plans to translate into a final busy year's programme before pa

Everything now points to farewells at the end of the year for a carrier bearing a legendary name which has a particular hold on public imagination. But before the time for sad goodbyes comes an action-packed year of Atlantic and Mediterranean deployment in continuation of the pattern of NAT commitment which the Ark has undertaken in recent years.

Pictures on these pages record some of the power of her squadrons which will again be in evidence this year, starting with flying exercises planned to begin towards the end of this month followed by the final deployment. During this duty the ever-popular runs to east coast American ports and Med. haunts should provide welcome breaks for members of the ship's company and the embarked squadrons.

Some time early in the year the families are likely to have the chance of a day at sea so that wives, sons and daughters can



Cuffing the blade of a Wessex SAR helicopter.



Gannet launching.



Hangar maintenance on a Gannet.



A Buccaneer preparing for launch.



Buccaneers start up.



Lashing a Buccaneer's nose wheel.



Strop tensioned ready for launch.

TO ARK ROYAL

r aircraft

is the well-known sentiment which a nautical context as she enters sailing into naval history.

recall with pride how they sailed with "Dad" in the famous Ark.

Royalty have been no strangers to the carrier since she was launched by Queen Elizabeth (now the Queen Mother) at Birkenhead in 1950, and it would surprise no one to see more VIP presence before the carrier bows out.

RAZOR BLADES

By next Christmas it should be all over with, no doubt, the razor blade manufacturers (and the preservationists) watching closely.

Meanwhile, here we depict some of a great carrier's formidable air power and the men who work on the flight deck. During her commissions the Ark has served in all parts of the world and operated a variety of aircraft. In her final year her "Fly Navy" strength lies in a combination of Phantoms (operated by 892 Squadron), Buccaneers (809), Gannets (849B Flight), Sea Kings (824), and Wessex (Ark SAR Flight).



Pictures by H.M.S. Ark Royal
Photographic Section.

Procedure Alpha — H.M.S. Ark Royal's aircraft ranged up as she leaves Malta.



Sea King recovery.



Bombing up a Phantom.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Barbara (20), single, 5ft. 6in., blonde hair, blue eyes, Blackburn.
Carol (17), single, 5ft. 1in., brown hair, brown eyes, Telford.
Fiona (16), 5ft. 7in., dark hair, hazel eyes, Co. Fermanagh.
Diane (16), 5ft. 8in., ginger hair, green eyes, Doncaster.
Dawn (16), 5ft. 5in., brown hair, green eyes, London.
Denise (17), single, 5ft. 2in., fair hair, green eyes, London.
Caroline (17), single, 5ft. 4in., brown hair, blue eyes, London.
Debbie (20), single, 5ft. 4in., blonde hair, blue eyes, Boreham Wood.
Elaine (19), single, 4ft. 10in., brown hair, green-blue eyes, Bewdley, W. Midlands.
Carole (16), 5ft. 10in., brown hair, brown eyes, Old Coulsdon.
Diane (16), 5ft. 2in., brown hair, brown eyes, Aldershot.
Tina (16), 5ft. 4in., blonde hair, blue eyes, Aldershot.
Miss D. (19), single, 5ft. 4in., brunette, brown eyes, Crawley.
Cheryl (17), single, 5ft. 6in., brown hair, brown eyes, Harpenden.
Carolyn (16), 5ft. 5in., brown hair, brown eyes, Wolverhampton.
Christine (16), 5ft. 5in., brown hair, green eyes, Colne, Lancs.
Frances (15), 5ft. 4in., red hair, Rugeley.
Deirdre (17), single, 5ft. 2in., black hair, green eyes, East Kilbride.
Catherine (16), single, 5ft. 4in., black hair, blue eyes, Glasgow.
Beverley (16), brown hair, green eyes, Maldon, Essex.
Fiona (18), single, 5ft. 2in., brown hair, blue eyes, Huddersfield.

Denise (17), single, 5ft. 3in., brown hair, blue eyes, Washington, Tyne & Wear.
Debbie (15), 5ft., blonde hair, hazel eyes, Henley-on-Thames.
Dianne (18), single, 5ft. 6in., brown hair, brown eyes, Manchester.
Avril (18), single, 5ft. 2in., black hair, blue eyes, Inverness.
Gill (16), blonde hair, blue eyes, Cambridge.
Christine (17), single, 5ft. 6in., brown hair, blue eyes, Walsall.
Claire (16), 5ft., blonde hair, blue eyes, London.
Diane (17), single, 5ft. 3in., brown hair, brown eyes, Caister, Lincs.
Debbie (17), single, 5ft. 1in., brown hair, brown eyes, Harrow Weald.
Carole (16), 4ft. 9in., brown hair, blue eyes, Blackburn.
Debbie (18), single, 5ft. 2in., brunette, blue eyes, London.
Carolyn (19), single, auburn hair, green eyes, Rochdale.
Gillian (18), single, 5ft., blonde hair, blue eyes, Loughborough.
Deborah (17), single, 5ft. 2in., brown hair, blue eyes, Loughborough.
Dawn (18), single, 5ft. 6in., brown hair, brown eyes, Sherborne, Dorset.
Edwina (18), single, 5ft. 4in., auburn hair, hazel eyes, Peterhead, Aberdeenshire.
Debra (16), 5ft. 2in., brown hair, green eyes, Hillingdon, Middlesex.
Christine (16), 5ft. 6in., brown hair, blue eyes, Chester-le-Street.
Angie (16), 5ft. 5in., brown hair, blue eyes, Wednesbury.
Gillian (16), 5ft. 3in., brown hair, blue eyes, Chester-le-Street.
Colleen (17), single, 5ft. 11in., black hair and green eyes, Nottingham.
Diane (18), single, 5ft. 6in., brown hair, brown eyes, Sheffield.
Dorothy (50), divorced, 5ft. 2in., brown hair, green eyes, N. Yorks.
Avril (27), single, 5ft. 4in., sandy hair, hazel eyes, Bolton.
Rhonda (21), single, 5ft. 1in., auburn hair, blue-green eyes, Radcliffe, Lancs.
Grace (17), single, 5ft. 8in., blonde hair, blue eyes, Manchester.
Chris (16), 5ft., brown hair, Warrington.
Corine (16), 5ft. 4in., blonde hair, blue eyes, Hillingdon, Middlesex.
Deborah (18), single, 5ft. 5in., brown hair, blue eyes, Bristol.
Elizabeth (17), single, 5ft. 1in., brown hair, blue eyes, Blackburn.
Brenda (26), widow, 5ft. fair hair, blue eyes, one daughter (6), Inverness.
Angela (16), single, 5ft. 6in., brown hair, blue eyes, Warrington.
Carol (16), 5ft. 4in., brown hair, hazel eyes, London.
Cherry (18), single, 5ft. 4in., blue eyes, Guernsey.

April (17), single, 5ft. 2in., brown hair, hazel eyes, Beckenham.
Catherine (15), 5ft. 8in., brown hair, brown eyes, Northwood, Middlesex.
Glenda (17), single, 5ft. 1in., brown hair, brown eyes, St Albans.
Christine (17), single, 5ft. 4in., brown hair, hazel eyes, Bournemouth.
Linda (16), 5ft. 9in., brown hair, blue eyes, Ennis, Co. Clare.
Jennie (17), single, 5ft. 6in., brown hair, brown eyes, Caterham.
Janet (21), single, 5ft. 3in., brown hair, blue eyes, Trowbridge.
Kay (16), 5ft. 3in., fair hair, brown eyes, Chester.
Jeanette (17), single, 5ft. 7in., brown hair, blue-green eyes, Chester.
Linda (19), 5ft. 2in., brown hair, brown eyes, Brierley Hill, W. Midlands.
Ann (19), 5ft. 8in., brown hair, brown eyes, Brierley Hill, W. Midlands.
Chrissie (17), 5ft. 4in., blonde hair, blue eyes, Dartford.
Laura (17), single, 5ft. 4in., brown hair, blue eyes, Corsham, Wilts.
Joy (16), 5ft. 5in., brown hair, blue eyes, Scunthorpe.
Jane (18), single, 5ft. 6in., brown hair, blue eyes, Birmingham.
Joy (20), single, 5ft. 7in., brown hair, blue eyes, Bristol.
Jean (16), 5ft. 4in., brown hair, green eyes, Chester-le-Street.
Karen (16), 5ft. 3in., brown hair, Manchester.
Julie (15), 5ft. 3in., blue eyes, Banstead.
Karen (18), single, 5ft. 7in., blue eyes, Romford.
Helen (19), single, 5ft. 3in., blonde hair, slim, Croydon.
Janet (15), 5ft. 2in., brown hair, blue eyes, Portsmouth.

Jeannie (16), brown hair, blue-grey eyes, Blackpool.
Julie (18), single, 5ft. 4in., brown hair, blue eyes, Manchester.
Lesley (18), single, 5ft. 4in., brown hair, brown eyes, slim, Birmingham.
Jayne (18), single, 5ft. 4in., blonde hair, blue eyes, Manchester.
Jill (25), single, 5ft. 5in., dark hair, slim, Melton Mowbray.
Linda (25), divorced, 5ft. 8in., fair hair, blue eyes, one son (6), Oxford.
Sharon (15), 5ft. 4in., brown hair, blue eyes, Lymington.
Jane (23), single, 5ft. 6in., fair hair, blue-grey eyes, Sutton Coldfield.
Sharon (18), single, 5ft. 3in., brown hair, green eyes, Sutton Coldfield.
Sheridan (15), 5ft. 5in., brown hair, blue eyes, Derby.
Susan (22), single, 5ft. 1in., brown hair, blue eyes, one son, Plymouth.
Vivienne (20), single, 5ft. 6in., brown hair, green eyes, one daughter, Plymouth.
Rosemary (23), divorced, 5ft. 8in., brown hair, hazel eyes, one daughter (3), Peterborough.
Yvonne (19), single, 5ft. 3in., brown hair, blue eyes, London.
Rosemary (19), single, brown hair, brown eyes, Weybridge.
Sylvia (18), single, 5ft. 1in., auburn hair, blue eyes, Rainham.
Susan (23), divorced, 5ft. 6in., brown hair, brown eyes, one daughter (3), Swindon.
Sue (24), single, 5ft. 6in., brown hair, brown eyes, Portsmouth.
Terry (19), single, 5ft. 4in., fair hair, blue eyes, Northampton.
Susan B. (20), single, 5ft. 7in., auburn hair, green eyes, Portsmouth.
Yvonne (15), 5ft. 6in., blonde hair, brown eyes, Manchester.

Sylvia (22), single, 5ft. 8in., fair hair, blue eyes, Melton Mowbray.
Susan (20), single, 5ft. 4in., black hair, brown eyes, London.
Rosaria (17), single, 5ft. 5in., blonde hair, blue eyes, Glanmire, Co. Cork.
Wendy (17), single, 5ft. 2in., green eyes, Leyland, Lancs.
Rosa (20), single, 5ft. 3in., brown hair, green eyes, Bognor Regis.
Sharon (16), 5ft. 7in., blue eyes, Faversham, Kent.
Sandra (18), single, 5ft. 6in., blonde hair, blue eyes, Tadworth, Surrey.
Tina (19), single, 5ft. 3in., brown hair, brown eyes, Isleworth.
Ruth (18), single, 5ft., brown hair, hazel eyes, York.
Stephanie (19), single, 5ft. 3in., ginger hair, blue eyes, Salford, Lancs.
Anna (18), single, 5ft. 4in., chestnut hair, green eyes, Malta.
Barbara (22), single, 5ft. 4in., dark hair, green eyes, Portsmouth.
Denise (18), 5ft. 3in., brown hair, green eyes, slim, Salford, Lancs.
Audrey (18), single, 5ft. 4in., auburn hair, hazel eyes, London.
Gayne (18), single, 5ft., fair hair, blue eyes, Angus.
Cheryl (15), 5ft. 4in., blonde hair, blue eyes, Warrington.
Carol (19), single, 5ft. 4in., brown hair, blue eyes, Peterlee.
Brenda (18), single, 4ft. 9in., brown hair, brown eyes, Tetbury, Glos.
Dorothy (22), single, 5ft. 3in., brown hair, blue-green eyes, Bells Hill.
Amanda (19), single, 5ft., brown hair, grey-blue eyes, Birmingham.
Debbie (18), single, 5ft. 8in., fair hair, blue eyes, Farnham.

Aileen (22), single, 5ft. 7in., brown hair, Strathclyde.
Ellen (30), single, 5ft. 5in., auburn hair, blue eyes, one son (9), Edinburgh.
Cilla (24), divorced, 5ft. 2in., brown hair, two daughters, Littlehampton.
Christine (19), single, 5ft. 2in., blonde hair, blue eyes, Manchester.
Greta (16), blonde hair, blue eyes, Cardiff.
Beverley (16), 5ft. 5in., brown hair, grey eyes, Rugeley.
Carol (16), 5ft. 4in., black hair, blue eyes, Margate.
Christine (28), divorced, 5ft., auburn hair, brown eyes, two children, Torquay.
Lorraine (18), single, 5ft. 5in., brown hair, hazel eyes, Sheffield.
Liz (19), single, 5ft. 3in., blonde hair, blue eyes, London.
Janet (24), single, 5ft. 4in., auburn hair, green eyes, Poole, Dorset.
Miss K. (25), single, 5ft. 4in., brown hair, hazel eyes, Sunderland.
Joyce (16), 5ft. 4in., brown hair, blue eyes, File.
Jane (22), single, 5ft. 1in., brown hair, brown eyes, Rochester, Kent.
Jeannette (15), 5ft. 4in., blue eyes, Barrow-in-Furness.
Kerry (18), single, 5ft. 6in., blonde hair, blue eyes, Willenhall, W. Midlands.
Jacky (17), single, 5ft. 6in., brown hair, brown eyes, Stourbridge.
Julie (19), single, 5ft. 4in., blonde hair, blue eyes, Wolverhampton.
Janice (17), single, 5ft. 6in., blue-grey eyes, Oldham.
Hazel (17), single, brown hair, blue eyes, Swindon.
Lynette (18), single, 5ft. 8in., blonde hair, blue eyes, Sutton Coldfield.

Promotions

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic has been issued:

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(M) — G. Bradley (Blake), R. A. Warren (Excellent), D. B. Laing (Caledonia), R. F. Jones (Euryalus), A. D. Bird (Juno), K. D. Flintoff (Mohawk), A. J. P. Ames (Excellent), C. W. Jordan (Dryad, SMOPS), O. G. Stockham (Amazon).
To CPO(R) — G. D. Palmer (Dartmouth), D. W. Bihet (Raleigh), A. G. Mills (Dryad), I. P. Hutchison (Brighton), A. D. Smyth (Ark Royal), C. D. Hathaway (Dryad), F. J. Sewell (Aethusa), P. S. Cleaver (Antrim), P. R. Richardson (Dryad).
To CPO(S) — G. L. Stokes (Droxford), L. J. Collins (Raleigh).
To CPO(SR) — T. F. Woodward (Hecla), J. D. Bruford (Pembroke), R. Frost (Drake), I. Austin (Herald).
To CPO(PT) — A. M. Gregory (Mercury), K. W. Cawley (Temeraire).

OPERATIONS GROUP (COMMUNICATIONS)
To CRS — B. G. Evers (Rooke).
To CRS(S) — A. G. Thomas (RAF Tangmere), D. J. H. Bennett (GCHQ Cheltenham).
SUBMARINE SERVICE
To CPO(S) (SM) — P. C. Summers (Orpheus), H. C. Roberts (Renown, Port), C. C. Smea (Walrus), G. J. Thomas (Resolution, Port), W. G. Swan (Valiant), R. J. Donohue (FOSM + SUBELANT), J. B. Brignall (Neptune), D. A. Williamson (Opossum), J. Alisopp (FOSM + SUBELANT).
To CPO(R) (SM) — S. McLean (FOSM), I. Barber (Renown, Port).
To CPO(UW) (SM) — D. M. Doughty (Sceptre).
To CPOCOX(SM) — J. Merritt (Ocelot), C. Wain (Devonport), A. D. Thomson (Otus), R. F. Matthews (Opossum), G. Hockey (Superb), P. Young (Oracle), D. F. Singleton (Walrus).

REGULATING BRANCH
To MAA — J. R. Pakeman (Drake), B. Welsh (SHAPE), J. R. Buchanan (Fearless), G. G. E. Gilbert (Sultan), R. Aspinall (Hermes), M. Wilson (Nelson), E. J. Gardner (Raleigh).
SUPPLY & SECRETARIAT
To CPOWTR — J. J. C. Carty (Intrepid), C. R. Crowley (Devonport), B. J. Wead (CINCNAVHOME), D. W. Case (Raleigh), K. Harris (Centurion), R. P. Aldous (Nelson), A. N. S. Holland (Drake), D. P. Greensides (Pembroke), P. M. Spratt (Centurion), J. W. Bowell (Pembroke), R. J. Glen (Centurion), P. G. Tidd (FO Portsmouth).
To CPOSA — D. Glynn (Dolphin), M. J. Anderson (Resolution, Port), B. J. Jones (Dolphin), R. D. Gage (Drake), G. Glover (Norfolk), D. L. Spencer (Devonport), P. D. Officer (Norfolk), E. Finnegan (Repulse, Port), J. M. Scott (Osprey), J. R. Chapman (Devonshire).
To CPOCK — T. F. Davidson (Euryalus), K. J. Davies (Aurora), M. Palmer (FOSM + SUBELANT), M. B. Parkin (Collingwood), F. G. Radcliffe (Nelson).
To CPOSTD — P. M. Godfrey (Nelson), A. R. Frost (Pembroke), D. C. Longbone (CINCFLFET).

Names are announced in DCI (RN) 797 of the successful candidates in the autumn 1977 selection boards for promotion to chief petty officer and chief medical technician. The selections are sufficient to meet the expected vacancies arising in the promotion year which started on January 1, 1978.

Vacancies will be filled as they occur in strict order from the list, the promotions following those of ratings selected for promotion by the 1976 selection boards.

MEDICAL BRANCH
To CMT — D. W. Ralph (RNH Haslar), J. G. Pink (Rooke).
To CPMO — F. L. Biscoe (40 Cdo), B. F. Page (Cdo Log Reg), A. Webster (Capt. FM Devonport), H. Taylor (RNH Plymouth), T. W. Gaughy (RNH Malta), R. P. Puleyblank (Dartmouth), W. Jones (RNH Haslar), M. I. Baldwin (File), G. Bowers (RNH Haslar), S. Allen (Raleigh), R. Mainwaring (Daedalus), L. J. Cuskey (RNH Haslar), L. F. M. Young (Cdo Log Reg), W. J. Davis (Cdo Log Reg), D. K. Ware (RNH Plymouth), A. G. Wilding (RNH Haslar), R. M. Kahan (Collingwood), D. A. Cramp (RNH Haslar), U. T. Andrew (RNH Plymouth), A. F. Barnes (Rooke), P. A. Spreadbridge (RNH Haslar), A. M. Anderson (Cochrane), J. R. Parr (42 Cdo).

WEAPONS ELECTRICAL
To CCEL — A. E. Clarke (Intrepid), P. A. Clarke (Bristol), P. H. Wallis (Ashant), C. J. Lintern (Collingwood), G. Payne (FOSM), D. Lakeland (Renown, Port), K. Bernisford (RAE Aberporth), D. J. Harley (Birmingham), J. H. Gould (Diomed), J. G. Stratton (Gurkha), D. Lynes (Collingwood), A. Pickup (Rooke), J. F. Peet (Sheffield), A. H. Gater (Rooke), M. Rudd (Aurora).
To COEL — R. T. L. Pasley (Charybdis), C. C. W. Flux (Dolphin).
To CREL — A. P. McLaughlin (Collingwood).
To ACCEMN — E. A. Skelton (Repulse).

MARINE ENGINEERING
To ACMEA(H) — B. Corner (Defiance), W. V. Kelly (Hermione).
To ACMEA(P) — R. W. Birt (Ark Royal), I. R. Munro (Pembroke), P. G. Tiller (Revenge), P. R. Rigg (Caledonia), T. G. Proudfoot (Dolphin), A. P. Liddell (Warspite).
To ACMEMN — F. Hurley (Revenge), G. W. Miller (Hermes), G. R. Langston (Courageous), D. J. Steward (Sultan), D. L. Jones (File).

FLEET AIR ARM
To CPOA(AH) — J. C. S. Reed (RNAS Portland), A. L. B. Fisher (Seahawk), J. M. Mann (Seahawk).
To CPOA(PHOT) — D. Turner (COM-IBERLANT), J. G. Drew (Hermes).
To CPOACMN — D. R. Roberts (824 Squadron, Seahawk), J. B. Gallagher (Jupiter), M. J. Tupper (Seahawk).
To CEL(A) — A. J. L. Archer (Daedalus).
To CREL(A) — M. E. Waller (Daedalus), K. Bell (RAF Lossiemouth), T. R. Harris (RNAS Portland), P. J. Fryer (Dartmouth), A. G. Scott (Ark Royal).

The name of CMEMN(P) H. W. Dadswell has been added to the list of those selected for promotion to acting sub-lieutenant.

Provisional half-yearly selections for promotion from June 30, 1978, are as follows:

SEAMAN: To captain — W. F. Chatterton Dickson, I. F. Grant, R. F. G. Loughton, J. T. Lord, G. Oxley, J. F. Coward, M. E. Ortmans, A. M. Norman, N. F. Dingemans, G. M. Tullis, H. M. White.
To commander — D. T. Ancona, R. H. Chapman, J. E. Ellis, C. K. D. Cobley, J. A. J. V. Stodart, M. D. Goodwin, M. Maddox, S. H. G. Johnston, R. C. Swales, T. M. Le Marchand, G. A. Cavalier, A. J. Morrice, R. N. E. Payne, R. M. Gee, P. S. Biomeley, C. S. Goby, W. G. F. Organ, A. J. Bannister, R. D. Green, I. D. G. Garnett, W. C. McKnight.

ENGINEERING: To captain — P. M. Gowen, J. D. Peakall, G. V. Buxton, G. H. Brown, N. Purvis, K. J. Eaton.
To commander — A. J. Wyer, R. J. Surplice, L. S. J. Barry, M. V. Taylor, A. R. G. Simmons, R. N. Guy, T. C. Bunn, A. J. R. Watson, J. H. D. Burns, R. L. Warren, A. C. Scougall, C. R. Pack, M. F. Prior, N. B. Kirby, W. F. Corsley, A. E. Adlard, M. G. Rutherford, T. J. England, C. M. C. Crawford.
SUPPLY & SECRETARIAT: To captain — D. Williamson, M. O'Brien, D. Allen.

To commander — M. L. Beaumont, M. H. J. Peters, J. C. Mearns, J. F. T. Bayliss, E. M. A. Cassidy.

INSTRUCTOR: To captain — S. R. Burrows.
To commander — A. C. Holtham, D. C. Lewis, J. G. Connolly.

Medical Branch
To surgeon captain — P. J. Truesdale, J. A. Cameron.
To surgeon commander — D. R. Leitch, R. H. Hunt, W. D. McNicholl.

Dental Branch
To surgeon captain (D) — D. A. Coppock.
To surgeon commander (D) — D. M. Higgs.

ROYAL MARINES: To colonel — J. C. Hardy, J. H. A. Thompson.
To lieutenant-colonel — B. H. C. Le Mesurier, S. Pope.
To major — N. F. B. Percival, J. M. G. Sheridan, J. R. A. Skillem, H. E. Affleck-Graves, A. M. Keeling, T. A. Sanders, D. R. Christie-Miller, S. J. Pack.
The provisional selections for promotion to date from December 31, 1977, are confirmed.

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To CWREN TEL — V. McMahon (President), J. M. Martin (Seahawk).
To CWREN REG — E. Jessop (Dolphin), B. K. Richards (Pembroke), H. L. Davis (CTCRM Lymington).

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SUPT	£6,979	£7,242	£6,222	£6,918

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Double celebrations were called for when Lieut.-Cdr. Michael Peters and his wife Wendy read the Royal Navy's latest promotions list. Both will now be able to wear three wide rings on their uniform sleeves, although Lieut.-Cdr. Peters, who becomes a commander from June 30, will be "outranked" for a while because his wife's new rank as chief officer in the WRNR became immediately effective.

The couple, who live near Chichester, have further cause to celebrate — their 15th wedding anniversary. Both served as ratings before being commissioned. They met at H.M.S. Pembroke when the then Sub-Lieut. Peters was doing courses, and Mrs. Peters was a WRNS administrative officer at the supply school. She joined the WRNR seven years ago and is now senior WRNR officer and communications officer of the Sussex Division RNR at Hove. Last appointment for Lieut.-Cdr. Peters was on the staff of the Royal Naval College, Greenwich.

Picture: LA/Photo D. McDermott

Museum's tribute to Ganges

Lady Le Fanu, widow of Admiral of the Fleet Sir Michael Le Fanu, who was the captain of H.M.S. Ganges from 1954 to 1957, rings "Two Bells" (right) to inaugurate a display at the Royal Naval Museum, Portsmouth, which has been set up as a tribute to the great training establishment at Shotley Gate.

The display consists of two fine brass guns, the bell of H.M.S. Impregnable (another old training ship), and the original quarterdeck bitts from the Ganges hulk. These items, which stood on the quarterdeck of the Shotley Gate establishment, have been re-erected outside the museum by the Department of the Environment to commemorate the Queen's Silver Jubilee.

On the right of the picture is Rear-Admiral W. J. Graham, Flag Officer Portsmouth, with Mr. Colin White, assistant curator of the museum.



ANTIQUE GLASSES

A pair of antique glasses which once formed part of Lord Nelson's collection of china, glass, and silverware, have been presented to the commanding officer of H.M.S. Victory, Lieut.-Cdr. Peter Whitlock, by Mrs. Vera Ford, of Fleet. She bought them at an antique dealers' fair in London in 1936. The 6in. high glasses are now on display among the Nelson relics in the Victory's Great Cabin.

'NATIONAL SHRINE'

The opening of new upper galleries in the West Wing of the National Maritime Museum, Greenwich, as a "national Shrine" to Captain James Cook and Admiral Lord Nelson, has been described as the most important single event in the museum since 1972.

The permanent displays deal with some of the most significant and most popular aspects of Britain's maritime history in the 18th and early 19th centuries. A corner of the drawing room at Merton, Nelson's last home, has been reconstructed, with furniture, pictures and items which once belonged to Nelson or Emma, Lady Hamilton.

DOLPHIN DISPLAY

The Submarine Museum at H.M.S. Dolphin, Gosport, is now housed in what was formerly the Petty Officers' Mess, a move which has trebled the size of the museum and will provide opportunities to display items dealing with the present and future, as well as those concerning the past. Visitors can now walk out on to the parapet of the Old Fort Blockhouse, which affords good views across the Solent.

FLEETLANDS PHOTOS

Old photographs found in a filing cabinet are now on display at the Royal Naval Aircraft Yard, Fleetlands, Gosport, in a museum recording the history of the establishment. The general manager, Cdr. R. A. Champion, said at the opening ceremony that the aim was to build up a pictorial record of the work of Fleetlands from 1940 until 1968, when the yard began servicing rotary wing aircraft.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during December.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D, HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (16.3.76); 1: LS(EW)LS(W) — Dry, 2: PO(M) — Int (11.12.75); Nil; LS(M) — Dry, 12: PO(R) — Int (11.12.75); 3: LS(R) — Dry, 8: PO(S) — Int (11.12.75); 2: LS(S) — Int (18.11.77); 11: PO(D) — Dry, Nil; LS(D) — Dry, 2: PO(MW) — Int (4.7.75); 1: LS(MW) — 1.11.77; 3: PO(SR) — Dry, Nil; LS(SR) — Int (1.8.77); Nil; POPT — 72; Nil; RPO — 206; Nil; RS — 215; Nil; LRO(G) — Int (15.3.77); 1: CY — 268; 5: LRO(T) — Int (7.12.76); 6: PO(SM) — Int (23.3.77); 1: LS(SM) — Dry, 1: RS(SM) — Int (17.6.75); 1: LRO(SM) — Dry, Nil; PO(UW)SM — Int (19.8.76); Nil; LS(UW)SM — Dry, Nil.

PO(ME) — Dry, 12: LM(E) — Dry, 41: POCEL — Dry, 6: LCEM — Int (4.10.77); 22: POEL — Int (3.3.77); Nil; LOEM — Int (17.8.77); 16: POEL — Int (24.11.76); 4: LREM — Int (4.8.77); 10: POWTR — Int (7.7.75); 7: LWTR — Int (7.10.76); 5: POSA — 217; Nil; LSA — Int (24.2.76); 5: POCA

NEWS IN BRIEF

The Royal Naval Amateur Radio Society will be on board H.M.S. Belfast in London, operating amateur radio communications with the special call sign BG3RN from March 24 to April 2. Operators will include serving and ex-service personnel ranging from 14-year-old sea cadets to 70-year-old veterans. The ship will be open to visitors from 1100 to 1700. Further information can be obtained from FCRS M. Matthews, HQ Station, G3BZU, H.M.S. Mercury, Leydene, Petersfield, Hants, GU32 1HE.

The Armed Forces Art Society is holding its 47th annual exhibition in the Mall Galleries, London SW1, from April 13 to 21. Anyone who is serving, or has ever served, in any branch of the armed forces is entitled to submit works (in any recognized medium, including sculpture, carving or marquetry) and may in due course be considered for election to membership. Entry forms and full particulars can be obtained from the hon. secretary, Colonel E. L. L. Vulliamy, Meyricks, Blandford Road, Reigate, Surrey.

The late Vice-Admiral Bertram Chalmers-Watson remembered the Royal Navy in his will. . . he left his 10ft. telescope and astronomical books to H.M.S. Dryad, Southwick. The bequest has been passed to the navigation section of H.M.S. Mercury, who now have the problem of transporting the large telescope to Leydene from the Admiral's home at Hambledon.

To commemorate the 900th anniversary of the building of the White Tower a special philatelic cover is being produced to coincide with the issue of "historic building" stamps in March. The cover will depict the Tower of London and show a Yeoman Warder and one of the original

guards. The B.F.P.S. number of the special handstamp is 9000 and the 9p Tower of London stamp will be used.

A limited amount of signed covers (£5 and £8 each) will be available. Unsigned covers will cost 50p each (plus 7p postage). Full details and covers can be obtained from the Philatelic Officer, HPCCD RE, Inglis Barracks, Mill Hill, London NW7 1PX.

The Navy Minister, Mr. Patrick Duffy, spent a day at sea in the nuclear-powered Polaris submarine H.M.S. Revenge operating in the Clyde area. During his visit Mr. Duffy watched members of the starboard crew in exercises and experienced a dive. He lunched on board and met officers and ratings in all departments.

A rug designed and made with a Concorde motif by a blind man, Mr. Donald Pattemore, of Chard, is to be hung in the Concorde hut alongside the famous aircraft at the R.N. air station Yeovilton. The rug, which contains 13,600 stitches and was completed in ten days, was presented by Mr. Pattemore to Lieut.-Cdr. L. A. Cox, curator of the Fleet Air Arm Museum.

Rear-Admiral D. W. Haslam, Hydrographer of the Navy, will formally open a two-day international symposium on depth measurement and sonar sweeping, to be held at the University of Southampton on April 5 and 6. Speakers will include leading authorities from the U.K., U.S.A., Japan and the Netherlands. The symposium will be supported by a special manufacturers' exhibition which will open on April 4.

NEW YEAR HONOURS

Royal Navy awards in the 1978 New Year Honours List included the following:

K.C.B. — Vice-Admiral R. P. Clayton, Vice-Admiral A. S. Morton.
C.B. — Rear-Admiral O. N. A. Cecil, Rear-Admiral T. B. Homan, Rear-Admiral B. C. Perowne, Major-General R. P. W. Wall, R.M.
K.B.E. — Vice-Admiral R. D. Macdonald, C.B.E. — Miss P. Gould, Matron-in-Chief QARNNS, Capt. T. G. F. Hardy, Capt. W. Hawley, Capt. G. C. Lloyd, Capt. J. W. M. Pettee.
O.B.E. — Cdr. J. E. C. Allen, Cdr. W. L. Hart, Acting Capt. D. L. G. James, Chief Officer H. M. deB. Jeayes, Lieut.-Cdr. B. E. Nicolls, Cdr. J. J. Parry, Cdr. K. G. Paul, Cdr. P. L. Ramsden, R.N.R., Major R. J. Ross, R.M., Cdr. C. W. Shears, Cdr. A. J. R. Smith, Surg.-Cdr. R. E. Snow, Lieut.-Col. K. N. Wilkins, R.M.
M.B.E. — Lieut.-Col. G. B. G. Beard, WO1 B. J. S. Bellas, R.M., Lieut.-Cdr. B. A. Brantingham-Collins, First Officer F. A. B. Browne, Lieut.-Cdr. P. J. E. Cooper, Lieut. B. Edwards, Lieut.-Cdr. P. M. Fulton, R.N.R., Lieut.-Cdr. G. A. Hales, Capt. T. Lewin, R.M., Lieut. (CS) N. H. Overington, R.M., Lieut.-Cdr. F. G. B. Page, FCRS D. A. Peters, Lieut.-Cdr. (SCC) J. G. Shilcock, R.N.R., Lieut.-Cdr. P. S. Smeaton, Lieut.-Cdr. P. C. Whitlock, Lieut.-Cdr. G. W. Wilcox, R.N. (retd.).

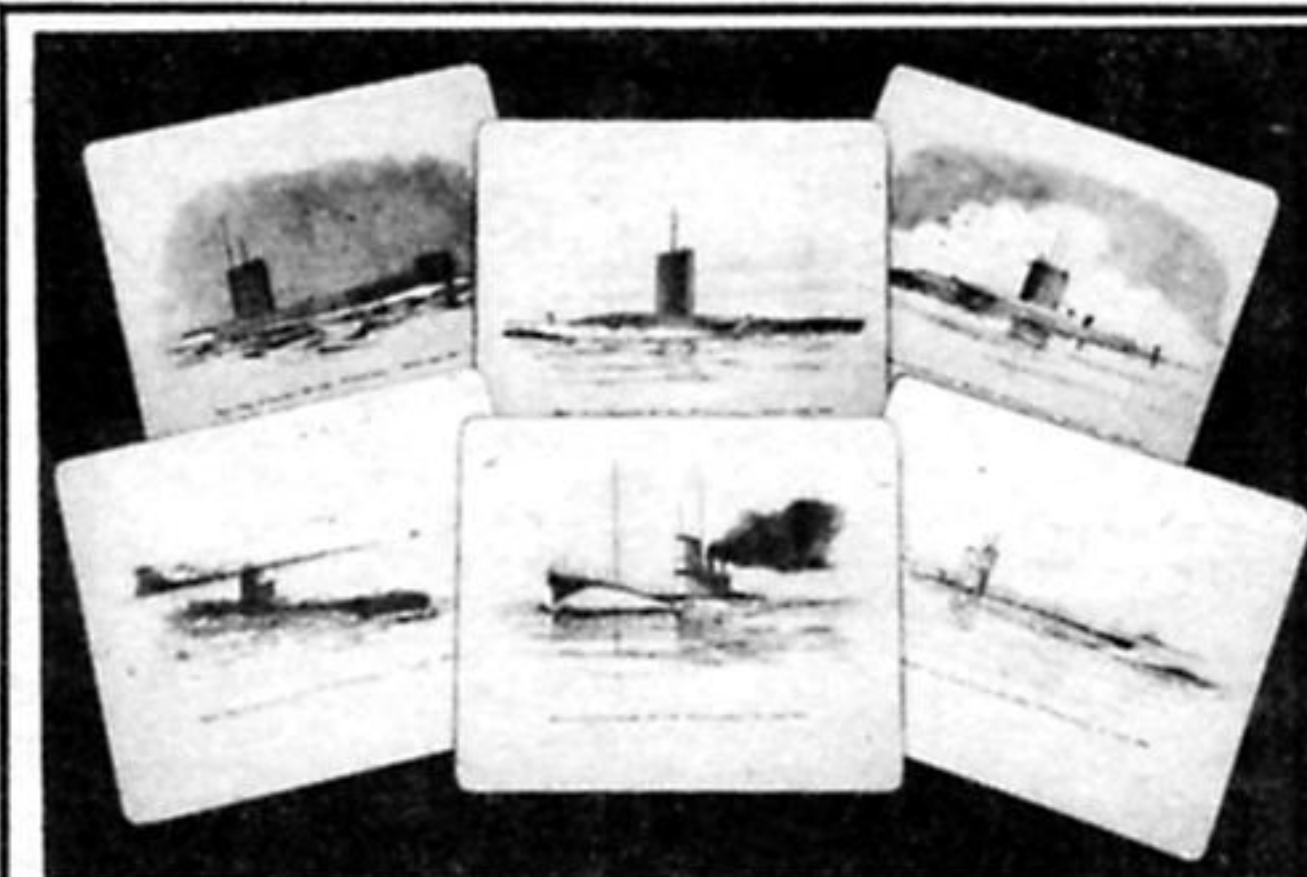
There was bubbly for the boys at the R.N. air station Yeovilton when the 2,000th repair task by MARTSU — the Fleet Air Arm's Mobile Aircraft Repair Transport and Salvage Unit — was completed. The celebration cake was cut by Flag Officer Naval Air Command, Rear-Admiral J. O. Roberts, assisted by the officer commanding MARTSU, Cdr. David Wilkie.

Rear-Admiral Scott, U.S.N., opened the NATO Junior Rates Enlisted Club, at the Headquarters COMBERLANT, near Lisbon. The club is in a former warehouse which was renovated, decorated, fitted and furnished solely by the efforts of members. It is run and staffed by junior R.N. rates and Wrens, junior ranks R.A.F. and U.S. enlisted men and caters for all junior personnel, their wives and families.

H.M.S. Tartar arrived at Portsmouth for a ten-month refit after steaming 133,000 miles since 1974. She had enjoyed two West Indies deployments and escorted the Royal Yacht during the Queen's West Country tour. She was present at the start of the Round the World Yacht Race and before going into refit visited Newcastle, Hull and Bayonne, France.

H.M.S. Ocelot visited Newcastle last month before going to Rosyth Dockyard for a refit. Her commanding officer, Lieut.-Cdr. Michael Gilbert, is due to take command of another patrol submarine, H.M.S. Onslaught, later in the year.

H.M.S. Diomedé ended her fourth period of offshore fisheries patrol with a king-size catch of her own. The Leander-class frigate found two Spanish trawlers fishing in United Kingdom waters without the appropriate licence. The trawlers were boarded and escorted to Milford Haven. Two skippers subsequently appeared before Milford Haven magistrates and were fined £20,000 and had their catches confiscated.



To celebrate the 75th Anniversary of the Submarine Service (in 1976), the Wardroom Mess, H.M.S. NEPTUNE, commissioned a set of six Table Mats each mat depicting a class of famous British submarine. The drawings were executed by the present Commanding Officer, H.M.S. RENOWN (Port) and are printed in black on a white background. The mats are faced with melamine and edged in gold. They are now offered for sale at a price of £10 for a set of six (inc. packing and postage).

To: Wardroom Mess Manager, H.M.S. NEPTUNE, Clyde Submarine Base, Faslane, Dunbartonshire

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Sun 5th	DISCO	Richard Wood D.J.	8 till 1100	30p
Tues 7th	DANCE NITE	Paint Box Dave Potter D.J.	8 till 1100	50p
Thurs 9th	DISCO	Souled Out John Thompson D.J.	8 till 1130	70p
Sun 12th	DANCE NIGHT	Richard Wood D.J.	8 till 1100	30p
Tues 14th	DANCE NIGHT	Spencer James Band Dave Potter D.J.	8 till 1100	50p
Thurs 16th	DANCE NITE	Soul Direction John Thompson D.J.	8 till 1130	50p
Sun 19th	DISCO	Richard Wood D.J.	8 till 1100	30p
Tues 21st	COMEDY NITE	First Impression Dave Potter D.J.	8 till 1100	50p
Thurs 23rd	DANCE NITE	First Class John Thompson D.J.	8 till 1130	50p
Sun 26th	DISCO	Richard Wood D.J.	8 till 1100	30p
Tues 28th	DANCE NITE	St. Louis Union Dave Potter D.J.	8 till 1100	50p

MARCH 1978

Thurs 2nd	DANCE NITE	Pharaoh's Kingdom John Thompson D.J.	8 till 1130	50p
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With the Royal Naval Association headquarters staff settled in their new offices in Chelsea Manor Street, thoughts can turn once again to "coming events." One of the most important events of 1978 will be the Conference, which this year returns to its usual London venue, the Royal Commonwealth Hall, on Saturday, June 17.

There will be a dance in the evening and a parade on the following day, when the new National Standard will be dedicated.

Capt. R. Tiddy, the general secretary, has given branch secretaries the following details — nomination forms for the election of National Council Members should be returned to headquarters by February 24, and branch motion forms should arrive by March 3. The Standing Orders Committee will meet on March 18 to consider branch motions. Delegate nomination forms should be returned to H.Q. by April 14 — but they will only be accepted from branches which have sent in an audited balance sheet and their subscriptions.

Another event to look forward to is the standard bearers' competition, which will include the event for the Chester Cup, to be held by No. 1 Area on Saturday, June 10. There will also be a dance in the evening.

CLUB MEETING

Other news from headquarters — the Club meeting due to be held in Nottingham last year was cancelled because of lack of

support, but it has been suggested that Club representatives should meet in 1978. To enable Capt. Tiddy to gauge the level of support for such a meeting, branches with clubs are asked to say if they plan to send a representative and to put forward items for the agenda.

The Belfast Branch has generously donated £100, to be divided between HQ funds and the Central Charities Fund.

BRANCH NEWS

Bangor

1977 was a memorable year, with many social events to mark the silver jubilee of the branch. Social events included a dinner and dance at the Savoy Hotel, followed by a dinner for full members and an "all members' night, when jubilee tankards were issued. The Royal visit was a highlight for the branch as their boat "SARNA" (Sea Angling Royal Naval Association) — crewed by branch chairman, Shipmate S. P. Davison and Shipmates N. Dunn, K. R. Powell and H. W. Andrews — was used to ferry VIPs to the Royal Yacht.

Cleethorpes

Members plan to hold their annual dinner and dance at the Cleethorpes Beacholme on March 25. Tickets (£4 each) are available from the hon. secretary, Shipmate H. Messer.

Chesham & Amersham

There was great jubilation when the branch, which closed six years ago, was recommissioned at the Royal British Legion Club, Chesham. The ceremony was conducted by Shipmate Doug Gough, National Council Member for No 6 Area, and attended by

150 including the mayors of Chesham and Amersham. Among the telegrams received, was one from Prince Charles. The branch, which already has a membership of 90, was presented with an engraved ship's bell and standard by Mrs. Evans, whose husband was chairman of the original branch. New branch chairman is Shipmate Arthur McGuire and the secretary is Shipmate K. A. Winfield, 46, Milton Road, Chesham, Bucks.

Doncaster

Coming events, including the branch's silver jubilee and the 1979 R.N.A. reunion, are already engaging the attention of members who are busy fund-raising and planning for these events. The party financed by the "bottle on the bar" on January 18, was greatly enjoyed by senior citizens and their wives.

No 8 Area

Shipmates, wives and friends — 600 in all — attended the Area annual reunion dance, which was a big success. During the evening the Area president, Shipmate B. Beale, made a presentation to Shipmate Graham Evans, Area treasurer, who had completed 21 years in office.

IN MEMORY OF OUR WAR DEAD

Of the 1,694,864 Forces war dead of the two World Wars, the astonishing number of 750,000 have no known grave. Many such casualties were lost in the mud of Flanders and the Somme during the First World War, but many more were those men and women of the Royal Navy, the Royal Marines, the Royal Naval Volunteer Reserve, the Women's Royal Naval Service, the Fleet Air Arm, the Royal Naval Patrol Service, and the Merchant Navy, who died at sea and whose remains were never found.

It fell to the Commonwealth War Graves Commission to mark and maintain the graves of the members of the forces of the Commonwealth and to build memorials to the dead whose graves are unknown.

Among such memorials in the U.K. are those to the missing of the Royal Navy — the three great and identical columns which proudly watch over the three great manning ports of Chatham, Plymouth and Portsmouth. They bear respectively 18,500, 23,000 and 24,500 names of both wars. The memorial to the Fleet Air Arm is at Lee-on-Solent, Hampshire, and at Lowestoft there is the memorial to the men of the Royal Naval Patrol Service.

There are 2,500 Commission war cemeteries and plots in about 145 different countries, but there are also war graves in many thousands of civil cemeteries and churchyards throughout the world. But there are those whom the sea did not give up for burial on land, yet whose graves are not

exactly known. These are the men who lie on the ocean bed in the ships in which they went down. Although some such wrecks are lost, others lie charted around the waters of the world. In Scapa Flow, for example, H.M.S. Royal Oak, sunk in October, 1939, went down with the loss of 833 lives, while in Far Eastern waters H.M.S. Prince of Wales and H.M.S. Repulse house the remains of 327 and 513 men respectively, after being sunk off the coast of Malaysia in December, 1941.

These and the other wrecks like them remain Crown property and are officially designated war graves by the British Government.

In many ways, therefore, the Commonwealth War Graves Commission cares for the memory of the naval dead of two World Wars. From the thousands of names on the greatest monuments, down to a single headstone in a lonely churchyard, cared for by the incumbent on the Commission's behalf, the task goes on.

George and Sid meet again



Shipmate George Kimbell (left) and Shipmate Sid Glazebrook, who served in the controversial K-class submarines during the First World War, were reunited at a meeting of Wigston Branch, Royal Naval Association. George (83) is the last survivor of the K17 which was lost in the Firth of Forth in January 1918. Sid, who served in the same flotilla, is welfare officer of the Edgeware Branch, R.N.A.

The shipmates have met only twice in the past 60 years. Other guests at the meeting were Shipmates Buster Brown and Les Oswin, who were actively engaged in forming the Leicester branch of the Submarine Old Comrades Association. The first meeting, at the Royal British Legion Club, was well attended. It was addressed by Shipmate Sandy Saddler, secretary of the London Branch. Buster Brown is secretary and treasurer and Les Oswin is chairman of the new branch.

Picture: Leicester Mercury.

Edenbridge

The commissioning of this new branch was held at the Royal British Legion Club on January 6. Shipmates from Tunbridge Wells, East Grinstead, Reigate, Cranbrook, and Purley attended the ceremony which was performed by the deputy National Council Member and No 2 Area chairman, Shipmate S. M. Wells. Branch president is Shipmate D. Robins and the secretary is Shipmate P. Avis.

Gateshead

Here's news of yet another new branch... Gateshead and District was due to be commissioned on January 29, on board H.M.S. Calliope, headquarters of the Tyne Division, Royal Naval Reserve. The acting secretary is Shipmate Fred Chambers, 11, Bramble Law, Gateshead, NE9 6RX. Telephone: 0632-072281.

Harrogate

An enjoyable year came to a close with the visit of the Royal Marines Band from Portsmouth, who gave a delightful concert which was well attended by members. During the interval the branch chairman, Shipmate John Rushton, presented Capt. Jim Mason, R.M., Director of Music, with a branch plaque. In return he was pleased to receive a Royal Marines badge for the branch headquarters.

Luton

Forty-six shipmates had a great time when they visited the Star-dust Night Club in Usk, South Wales. This was followed by an enjoyable day at H.M.S. Heron, the R.N. air station at Yeovilton, where 53 shipmates were guests of the CPOs' Mess. After lunch, time was spent viewing the many exhibits in the Fleet Air Arm Museum and the evening festivities included an excellent meal. The branch shop which opened a year ago and is run by the ladies, has raised nearly £1,000.

Leyland

During the recent busy season, with many parties and visits to the sick and infirm to distribute seasonal gifts, shipmates paid two visits to the Navy firefighting

"flying squad," stationed at Weeton Camp, to deliver £100 of liquid cheer. The money was raised by collections and raffles in the club.

Selsey

There was a good attendance at the commissioning of this branch on January 3. The commissioning was carried out by the National Council Member, Shipmate J. Rich, supported by the vice-chairman of No 3 Area. Also present were shipmates from Chichester Branch, representatives of the Royal Air Forces Association, Royal British Legion, and Selsey Council.

Stone

The standard of H.M.S. St Vincent, is to be paraded in Stone, the birthplace of Admiral John Jervis, first Earl St Vincent, for the first time in February 12. This is the Sunday nearest to the anniversary of the Battle of Cape St Vincent (February 14, 1797). The parade will be led by a guard and band from H.M.S. Collingwood. After a church service, a wreath will be laid on the memorial to Earl St Vincent in Stone parish church. The salute at the march past will be taken by branch president, Rear-Admiral Michael Griffin.

Wear

After the successful dinner dance members held a social evening for the mentally handicapped. Darts, dominoes, and carpet bowls were played during a pleasant night.

OBITUARIES

Shipmate Fred Cooper, ex-AB, aged 85. Served in Armed Merchant Cruisers in South Atlantic in First World War. Died in hospital where he had been a patient since 1946. He was an adopted member of Basingstoke Branch, R.N.A.
Shipmate Albert Jeacock, Bicester Branch, R.N.A.
Shipmate Ted Dennett, vice-chairman of Christchurch Branch, R.N.A. Branch members and standard attended his funeral on January 5.
Shipmate Ernie Macdonald, ex-leading stoker. Served in R.N. for 15 years from 1938. Died November 12, 1977. Member of Stockton Branch, R.N.A.
Shipmate Bob Manton, died November 19. S.O.C.A. committee member, Stockton.
Shipmates Tommy Thomson, E. Teddy Watson, G. Simpson, and F. Brettie, all members of the Wear Branch R.N.A.



Frome

His inability to rise to the occasion did not spoil the event for Shipmate Curly Morris, seen here receiving a tankard from the Frome Branch, Royal Naval Association. It was handed over by Rear-Admiral G. I. Pritchard, accompanied by Cdr. P. Williams and Shipmate A. R. Sutton, branch president, in Frome Victoria Hospital where Curly was recovering from a leg operation. He was branch welfare officer for 12 years.

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BRANCH NEWS

Bicester

Shipmates had many get-togethers with members of the Navy firefighting unit stationed in the town. Before leaving they presented the branch with two plaques as reminders of the many good times shared.

Christchurch

Shipmate Jack Debnam was presented with a life membership certificate and badge by the branch president in appreciation of his work as branch social secretary since 1965. R.N. ratings on firefighting duties were entertained by shipmates at their headquarters on December 29.

Durham

The branch's first buffet dance since reorganization was attended by 150 members, their wives, and friends, and guests from Stockton Branch, R.N.A., and the Wear Branch Association of Wrens.

Sidcup

Shipmates who visited T.S. Kent, headquarters of the Chislehurst and Sidcup Unit, Sea Cadet Corps, were treated to an exhibition of drills, selection of band music, pay parade and Colour ceremonies, all of which were acclaimed by the visitors as "evolutions well executed." During the evening Shipmate F. Thrussell, representing the branch, presented a bugle to the unit.

Scunthorpe

All praise to the entertainment committee for a marvellous night to celebrate the 25th anniversary

of the branch. The dinner, attended by 200, was a big success. During the evening the ladies were presented with carnations; an iced cake decorated with a naval crest was ceremoniously cut with a sword, and the mayor was presented with a cheque for his appeal fund. The branch secretary is Shipmate J. E. Kirk, as previously reported.

Harwich

Nearly 100 shipmates attended a social at Royal Hotel, Dovercourt. Guests included two crew members of the town's Green Goddess.

Wallasey

The year ended on a lively note with the branch dinner-dance at the Hotel Victoria, New Brighton, attended by 162 shipmates, wives and friends.

Wantage

The report at the annual meeting on January 20 reflected the big part played by the branch in No 6 Area activities during 1977. Shipmates attended Area meetings, commissioning ceremonies, silver jubilee dinner - dances, or presentations. Altogether it was a busy, but enjoyable year, with the branch standard paraded six times. At the meeting members expressed their gratitude for the interest and help given to the branch by headquarters, area and other local branches. There was a special word of praise for Shipmate Doug Gough, National Council Member for No 6 Area, and for the small group of wives and associate members who work hard providing refreshments on social evenings.

DID YOU SERVE IN THE CEYLON?



About 40 officers — including the commanding officer, Admiral Sir Frank Twiss — and about a dozen ratings who served in H.M.S. Ceylon's last commission (1958-60) have tentatively accepted an invitation to a reunion on board H.M.S. Belfast in London in May. It is hoped that this announcement will get more response from among the remaining 500 ratings who could also attend this reunion.

The organizer is Cdr. Rex Record, 2, Cowdray Drive, Goring-by-Sea, Worthing, West Sussex, BN12 4LG, or details can be obtained from Cdr. John Bingham on Portsmouth Dockyard extension 22397. Designs for a ship's tie will be on display at the reunion and if there is sufficient demand, ties could be made available.

H.M.S. Ceylon (pictured left, leaving Portsmouth in July, 1958) was sold to the Peruvian Navy in December 1959 and renamed Coronel Bolognesi.

JUST FOR CHIPPIES . . .

The Portsmouth Branch of the R.N. Shipwright Artificers Association held its 23rd reunion dinner in Southsea on the same evening as the Devonport Branch met for their first dinner - dance in Plymouth. Both branches meet on the first Tuesday of the month — in the SR Mess, H.M.S. Phoenix, Portsmouth, and in the SR Mess, H.M.S. Drake, Devonport.

Shipwright artificers and artisans (serving and ex-serving), marine engineering artificers (Hull) and all marine engineering artificers who have completed the hull adqual course are entitled to automatic membership. Details from Mr. Thorne, Establishment Maintenance Office, H.M.S. Nelson, Portsmouth (dockyard extension 23417) or FCMEA(H) B. Wines, dockyard extension 23795.

Mr. F. Smith, ex-Royal Marines signaller, Sunk Light Vessel No9, Trinity House Depot, Harwich, Essex, would like to hear from anyone who served in H.M.S. Birmingham, which was torpedoed in the Mediterranean in November 1943. He would also like to know if there is any publication which covers the cruiser's war service.

Shipmate H. Large, Glenrick House, 72 Henry Road, West Bridgford, Nottingham, NG2 7ND, hopes somebody may have a photograph of the Algerine-class minesweeper H.M.S. Melita, in which he served as a stoker, 1943-1946. He would also welcome a new ship's bell for the Nottingham Branch, R.N.A.

Mr. F. Chadder, 7A Market Square, St Just, Penzance, Cornwall, TR19 7HD, would like to hear from any old shipmates who served in H.M.S. Jamaica, 10th Cruiser Squadron, 1942-1944. He would also like to know if ex-Jamaicas have a reunion.

Mr. J. H. Stenbridge, 59 Barton Hill Road, Torquay, Devon, would like to get in touch with anyone who served with him in the torpedoed mess, H.M.S. Zulu, 1938-1942, or anyone else who served in her.

Mr. F. A. Shelshe, 12 Cranborne Road, Hoddesdon, Herts, is anxious to contact anyone who served with him in the minesweeper H.M.S. Alabacore, November 1943-1945, particularly A. Parker, Frank Guernsey, and Peter Church.

Mr. Frank Fountain, 13 Elizabeth Road, Marlow, Bucks, would like to hear from any of his old messmates in H.M.S. Implacable (1949-1950) or

in H.M.S. Vanguard in 1952, or in H.M.S. Newfoundland, East Indies commission, 1953-1955.

Mr. James W. Taylor, 77 Baden Terrace, O'Sullivan's Beach, South Australia 5166, would like to know of the address of the D.E.M.S. Association the U.K.

Mr. R. T. Hunt, 150 Rugeley Road, Chase Terrace, Burntwood, Walsall, Staffs, would like to get in touch with the first crew of the submarine H.M.S. Taurus, commissioned October 6, 1942, with a view to organizing a reunion. Details from Mr. Hunt or from Mr. Des Radwell, 145 May's Lane, Barnet, Herts. Tel: 01-440 4489.

Lieut.-Cdr. (S.C.C.) F. J. Beckett, R.N.R. (Rtd), — ex-PO LR1 — 267A High Road, Benfleet, Essex SS7 5HA, would like to hear from any former "Wolfhounds," Rosyth Escort Force (1943-1945).

Mr. J. H. Goldsmith, 85 Washington Road, Worcester Park, Surrey, would like to hear from any stokers who joined the Navy in 1911. He served in the destroyer H.M.S. Biterne, but left the ship to be rated petty officer before she collided with S.S. Kenilworth on April 4, 1918, when there were no survivors.

Mr. W. Pay (ex-commissioned boatswain), 23 Redwood Road, Barming, Maidstone, Kent ME16 9HR, would like to hear from any old shipmate who served in H.M.S. Hildebrand, 1915-1918. He is writing a book about his long service (he spent 50 years in uniform, retiring in 1965) and requires more information about the armed merchant cruiser in which he spent two-and-a-half years as a boy seaman.

Calling old shipmates

Members of the ship's company now standing by the new H.M.S. AVENGER in Glasgow are keen to hear from any old shipmates who served in previous Avengers. They are asked to write to Lieut.-Cdr. M. L. Ladd, H.M.S. Avenger, c/o Yarrow Shipbuilders Ltd., Scotstoun, Glasgow.

A similar request comes from H.M.S. LINDISFARNE which is due to be accepted into service soon. Members of the ship's company would like to hear from any officers or ratings who served in the previous Lindisfarne (1944-1958). Contact Lieut.-Cdr. C. K. D. Cobley, H.M.S. Lindisfarne, c/o Hall Russell Co. Ltd., York Place, Aberdeen.

All personnel who served at H.M.S. BEEHIVE, the Coastal Forces Base at Felixstowe during the Second World War, are welcome to attend the annual "get-together" at the Little Ships Hotel, Felixstowe Dock, on Saturday, March 18. Details from Mr. Sandy Powell, telephone Felixstowe (03942) 78535.

Mr. J. B. Morris, The Zetland Arms, 2 Bute Street, South Kensington, London SW7, is anxious to get in touch with any former member of the crew of H.M.S. Zetland with a view to organizing a reunion in London on April 23.

River Plate reunion plans

According to Captain D. S. Leggatt, Naval Attache in Buenos Aires, there are plans afoot to celebrate the 40th anniversary of the Battle of the River Plate from December 12 to 15, 1979. An assembly in Buenos Aires will be followed by a pilgrimage to Montevideo, with suitable ceremonies in both ports.

"Obviously the travel agencies concerned would take the opportunity to extend the tour beyond the actual dates mentioned above, giving opportunities to see something of both countries," says Capt. Leggatt.

"The initiative in this reunion

is being taken by Commander Friedrich Rasenack, German Navy (Retired), who was the senior weapons officer aboard the Graf Spee during the battle. He escaped from internment in Argentina, returning to Germany via Japan and Russia, and conti-

nued to serve with distinction until the end of the war. Now settled in Argentina, he is the leader of those members of the crew of Graf Spee who elected to remain in this country. He has been in contact with survivors' associations in New Zealand (H.M.S. Achilles) and will be in touch with the similar associations in Britain for H.M.S. Ajax and H.M.S. Exeter. It is hoped that there will also be a large contingent from survivors in Germany.

"Those members who are interested in taking part should contact their associations as soon as possible to obtain details. I might add that I think it highly likely that some savings will be made in costs by the hospitality of the British and German communities in both ports.

NEW CLAPPER

"The Ajax's bell is mounted in the naval dockyard in Montevideo. It lacks a clapper, but plans are in hand to provide a new one, plus a 'tiddley' bell rope.

"At Punta del Este (off which town most of the fighting took place), the ship's keel anchor is rusting on the point, with a commemorative plaque, which we hope to clean up. Graf Spee herself has long since subsided into the mud of the River Plate and is no longer visible. Her stern anchor is now part of a monument in Montevideo. Tacoma, the Graf Spee's supply ship, is still in Montevideo being used as a prison ship; I hope to visit her shortly."

Capt. Leggatt will be pleased to answer survivors' inquiries. He can be contacted at the British Embassy, Buenos Aires, c/o FCO, King Charles Street, London, SW1A 2AH.



Able Seaman Philip Blake, of H.M.S. Endurance, was a member of the small team of ratings from the Royal Navy's ice patrol ship who visited the dockyard in Montevideo during the ship's current deployment. Their main task was to carry out the time-honoured custom of polishing the Ajax bell, which is mentioned in Capt. Leggatt's letter (right).

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BEAGLE BONNIE TAKES THE CAKE!

It was a case of home cooking for the Sloan family when the survey ship H.M.S. Beagle rededicated at Portsmouth before sailing for the Middle East.

Mrs. Heather Sloan, wife of CPO Tod Sloan, baked the rededication cake because the ship's galley was out of action. Their three-year-old daughter Victoria loved Mum's cooking — and so did their beagle Bonnie, the ship's mascot, pictured here wolfing — or rather, beagling — the last crumbs of a large slice of cake.

Two days after the rededication, the Beagle sailed for the Persian Gulf to join the survey ships Hydra and Hecate.

Bulldog finds 63 wrecks

The Beagle's sister ship, H.M.S. Bulldog discovered 63 new wrecks during her survey between Dover and Dungeness. She also re-located 110 known wrecks.

Dimensions, heights and orientation of the wrecks have been derived from the sonographs and will form the most important part of the survey record.

In 81 days on the survey ground, the Bulldog steamed 12,269 miles, plotted 21,420 soundings and recorded 15,750 position fixes.

Other statistics from the survey reveal that the ship's company of 42 consumed about 317,000 chips and 3½m. beans. Laid end to end, the former would have stretched for 7½ miles, the latter for 27 miles!

Chatham cheques

Cheques from Dargets Wood married quarters estate community centre and the R.N. Wives' Association at Chatham have contributed to more than £1,300 raised for the Nore R.N. and R.M. Children's Trust by H.M.S. Pembroke.



A day in Kent (without leaving London)

When H.M.S. Kent paid a five-day informal visit to the Pool of London, a London housewife and her friend had a memorable day on board.

The star prize in the tombola at the Park Lane Fair, an annual event in aid of the Forces Help Society and Lord Roberts Workshops, was "A day in H.M.S. Kent." The winner, Mrs. Pisano, with friend Mrs. Abel, was taken to the ship by the captain's barge, welcomed by the commanding officer, Capt. J. C. K. Slater, toured the ship, presented with a ship's crest, and took lunch in the wardroom.

The Kent, which was berthed alongside H.M.S. Belfast, was sufficiently close to her native county to host a party of the Men of Kent and Kentish Men and to send two working parties to Maidstone, to help decorate and do some gardening at the Mote House Cheshire Home.

In addition to these activities, five members of the Electrician's Mess in H.M.S. Kent raised £319.75 for the children's wards of St Mary's Hospital, Portsmouth, by completing a sponsored relay run from the Pool of London to Portsmouth in eight hours ten minutes.



PO Edward Dodd, of H.M.S. Shetland, who twice boarded a blazing trawler in the North Sea, holds up his fire-blackened safety suit.

Shetland fights trawler blaze

Teams of firefighters from the offshore patrol ship H.M.S. Shetland helped save a blazing trawler in the North Sea.

The Shetland went to the aid of the Random Harvest off the Northumberland coast as the stricken vessel's crew was taken off by another trawler.

Shetland firefighters pumped thousands of gallons of water on to the burning trawler. Two gas cylinders in the wheelhouse were sprayed continuously to prevent them exploding.

Among those who first boarded the vessel was PO Edward Dodd, who went back with a second crew of firefighters and organized the blowing of foam into the engine-room.

After the Shetland towed the trawler into Blyth, the Random Harvest's skipper and owner said: "I thought she was a goner. If it had not been for the Navy I am sure I would have lost her."

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MTS

PEOPLE IN THE NEWS

Jumpin' Jack splash!



"Jump to it, lads!" is an order that could be misconstrued in H.M.S. Beachampton. Nearly half of the crew of the Hong-Kong-based patrol craft have completed a four-jump course at the Joint Service Parachute centre at Sek Kong.

The ship's first lieutenant, Lieut. BYRON BROWN Started the whole thing when he was asked to join the centre. Already an experienced parachutist himself, he badgered a dozen of his shipmates into doing a short course at Sek Kong.

Despite a wrenched shoulder, a bruised back and one sprained ankle, all 12 completed the five-day, four-jump course. The Beachampton is now ready for anything

above, on or below the sea. Her captain, Lieut.-Cdr. JOHN WISEMAN, in one of the most experienced divers in South East Asia and, as officer commanding the R.N. diving team, recently led an underwater search in the Tathong Channel for a crashed cargo aircraft.

Picture shows Lieut. Brown (left) signalling his approval as some of his parachutists demonstrate their technique. From left are Lieut. Brown, Sub-Lieut. IAN CRAWFORD, POMEM TAFF MCCREARY, RO(G) ALF FELTWELL, LMEM PHIL DEMBON, LRO(G) JAMIE JAMESON, LS BUSTER BROWN, LS STAFF NORFORD, AB JIM MUNN, OEM SOAPY WATT, and REM TED HEATH.



For rescuing a woman from drowning in Portsmouth Harbour, OEM1 MATTHEW DOUGAN, of H.M.S. Norfolk, has been awarded the Royal Humane Society's testimonial by the Lord Lieutenant of Hampshire, Lord Malmesbury.

OEM Dougan saw the woman calling for help just before midnight last June 16. He dived without hesitation, and, assisted by NA ADRIAN ION, From H.M.S. Nelson, got her into a boat and applied artificial respiration. The woman, by then unconscious, was taken to hospital where she later recovered.

Picture: LA (Phot) Gordon Ford.

Birthday boys



H.M.S. Salisbury's birthday boys drink a celebratory toast. No fewer than four of the ship's company celebrate birthdays on the same day as their commanding officer, Cdr. JEREMY SANDERS. Sharing the birthday bubbly are (back, left to right) Lieut. PETER DOWNS, Cdr. SANDERS, and MEM REMY TAYLOR, and (front) MEM KENNETH SHANKS and MEM STEWART MOORE.

Picture: Wren (Phot) E. Field.



The MACKAY family of Whitburn, West Lothian, has provided four serving members for the WRNS over the last few years. Two of them, LWrens LINDA (left) and SHEILA MACKAY are serving in the Communications Centre at the Clyde Submarine Base, Faslane. A third sister, LUCANNE, is serving in H.M.S. Rooke, Gibraltar, and a cousin works for Flag Officer Plymouth.



Pictured together at the Peregrine Trophy display at H.M.S. Excellent are the old and the new in naval photography. Representing the old are 84-year-old Mr. PERCY FORROW, the Navy's first photographer instructor, and a Watson half plate camera; representing the new are Wren INGRID FOSTER (left) with a modern Hasselblad, and Wren GWYNETH LLOYD.

Mr. Forrow was one of 11 ratings who volunteered for the R.N. Photographic Section when it was formed at Excellent in 1919, and a couple of years later he became the Navy's first instructor photographer. The photographic section's job in those days was to carry out triangulation of fall of shot. Mr. Forrow, who lives near Portsmouth, retired from the Navy in 1933.

Picture: LA (Phot) Wally Beards.



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Snowballs at Raleigh

Three snowballs at H.M.S. Raleigh don't make a winter, least of all when the SNOWBALLS in question happen to be three smiling brothers. From left to right are REM1 PAUL, of H.M.S. Osprey, JS TARQUIN, and PO(R) MICHAEL, serving in H.M.S. Phoebe. The brothers, together with their parents, gathered at Raleigh for Tarquin's passing out parade. He is now in H.M.S. Dryad and hopes to follow in brother Michael's footsteps.

Picture: Tom Molland Ltd., Plymouth.



PEOPLE IN THE NEWS

FCPO JOCK DUTHIE, of H.M.S. Excellent, has been awarded the John Player Trophy, awarded each year to the officer or senior rating who has contributed most of the Navy's ceremonial image.

FCPO Duthie trained naval personnel who took part in the big ceremonial displays of Jubilee Year.

CPO TERENCE SKELTON, a cook at H.M.S. Cochrane, has received a Royal Humane Society certificate for his part in the rescue of a man and two girls from the sea off Nairn last July.

The first R.N.R. Long Service and Good Conduct Medal to be awarded at H.M.S. Calpe, Gibraltar, has been presented to CPO (Communicator) **MICHAEL PARODY**.

H.M.S. Calpe has been in commission for only 12 years, but CPO Parody became eligible for the award by virtue of previous service in the Gibraltar Regiment.



In these days of mechanized transport "rowing the night guard" is not the uncomfortable duty it once was. In days of yore the guard would row round ships in harbour at midnight to make sure quartermasters were alert. Now, even though the duty is done in a pusser's tilly, it is still the preserve of the male. Which is why we have a picture of Wren SA **KIM ELLIOTT** from the Victualling Office in H.M.S. Nelson. She "rowed the night guard" in Portsmouth Naval Base recently, the first time her colleagues can remember a Wren doing the duty.

Picture: LA(Phot) Gordon Ford.



Men of the 2nd Battalion, Royal Green Jackets, were delighted to see naval Roman Catholic chaplain **FATHER RONNIE BROWN** at Christmas. He spent two years with the Battalion in Gibraltar and was a popular figure with the 650 Green Jackets.

He renewed his association with his former "flock" while spending ten days with them in South Armagh, Northern Ireland, at Christmas. Father Brown visited all the company bases, conducted Church services and organized carol singing.

Model can man

You would hardly believe what **PO DAVID STEPHENS** can do with an old soup can! Armed only with a pair of tin-snips and a home-made winding tool, David can transform your average baked beans container into a beautifully scrolled model chair. Or table. David, who is serving in H.M.S. Kent, picked up the idea during a visit to Japan. Now, hundreds of cans later, he has even turned a baby food can into a miniature rocking chair.



Wacker's swinging welcome

There was a swinging welcome at H.M.S. Temeraire for ex-Royal Navy CPO **LAURIE "WACKER" PAYNE**, when he dropped in to see the staff of the PTI training school. Wacker left Britain ten years ago to join the Royal Australian Navy, and lives in Victoria.

Now retired at the age of 50, he is working at a grammar school. Wacker was once the Royal Navy boxing coach, and won the Far East Combined Services middleweight title at the age of 40. He coached the 1972 and 1976 Australian Olympic boxing teams.

Doing the swinging in our picture are (left to right) PO **BERNIE EVANS**, PO **NEIL FOLLETT**, CPO **HARRY PIMBLETT**, PO **ALAN CARLISLE**, CPO **FEZZ PARKER**, PO **MICK O'SHEA** and CPO **TERRY LINEHAN**, all of whom are on the Temeraire staff.

Picture: Wren (Phot) Catherine Kelly.

"For he's a jolly good fellowwww!" seems to be what **MEM NIGEL SMITH's** former messmates in H.M.S. Plymouth think about him. Nigel (holding clock) lost a leg as a result of a road accident last September.

He promised doctors he would walk unaided on to H.M.S. Plymouth when she returned to Chatham from the Mediterranean. To the cheers of the ship's company, Nigel was first on board when the ship did get back.

Although he had to be left behind when the ship sailed, Nigel was not forgotten. Letters and cards were sent from every port, and back at Chatham he was presented with the clock and engraving, and a cheque for £200.

Nigel, who will have to be invalided from the Service, is now going to a rehabilitation centre in Surrey.

Picture: LWren (Phot) Lynn Williams.

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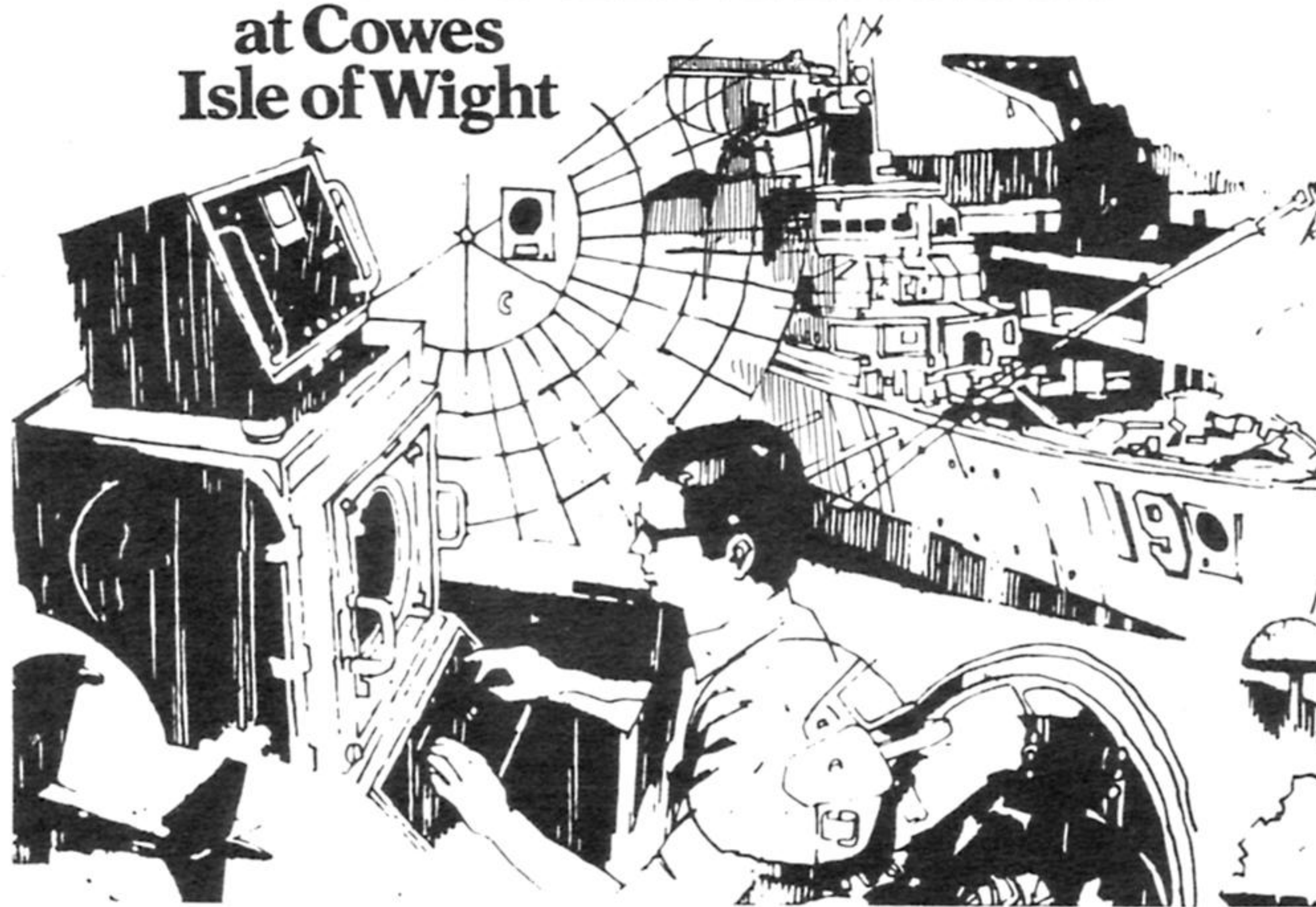
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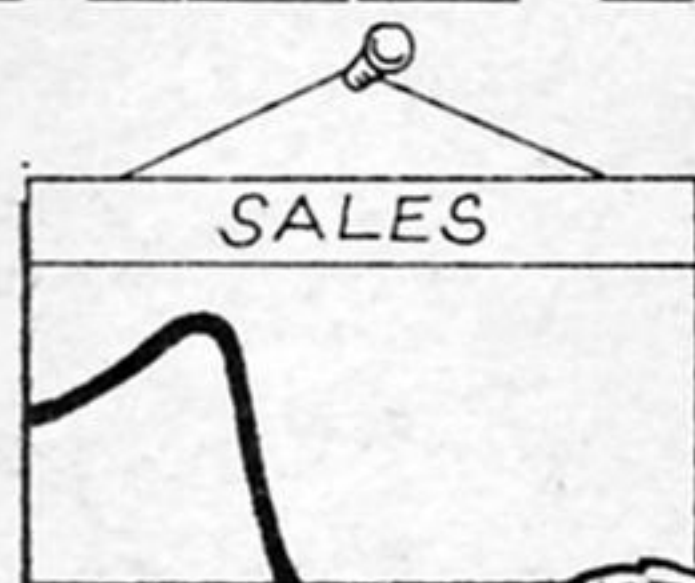
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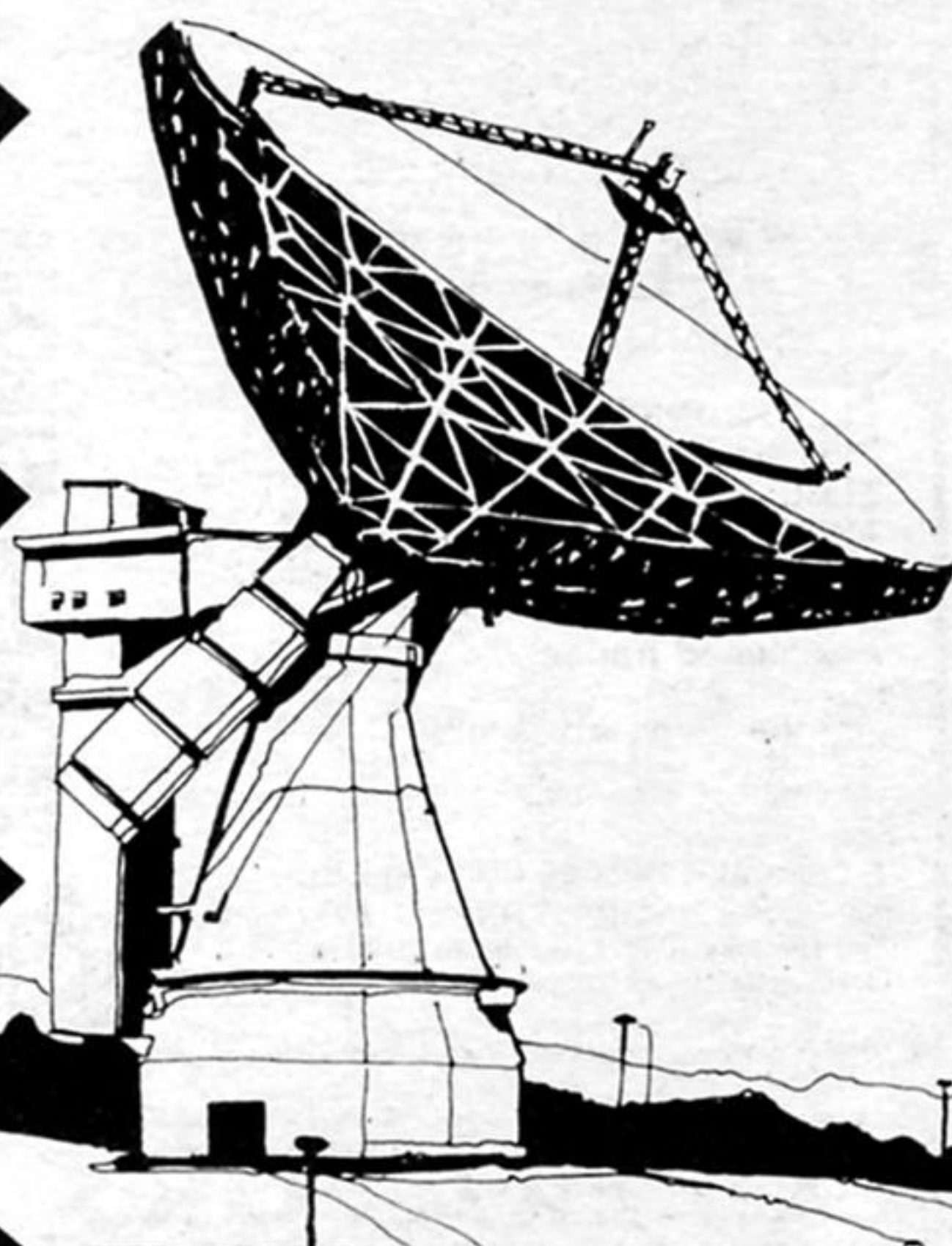
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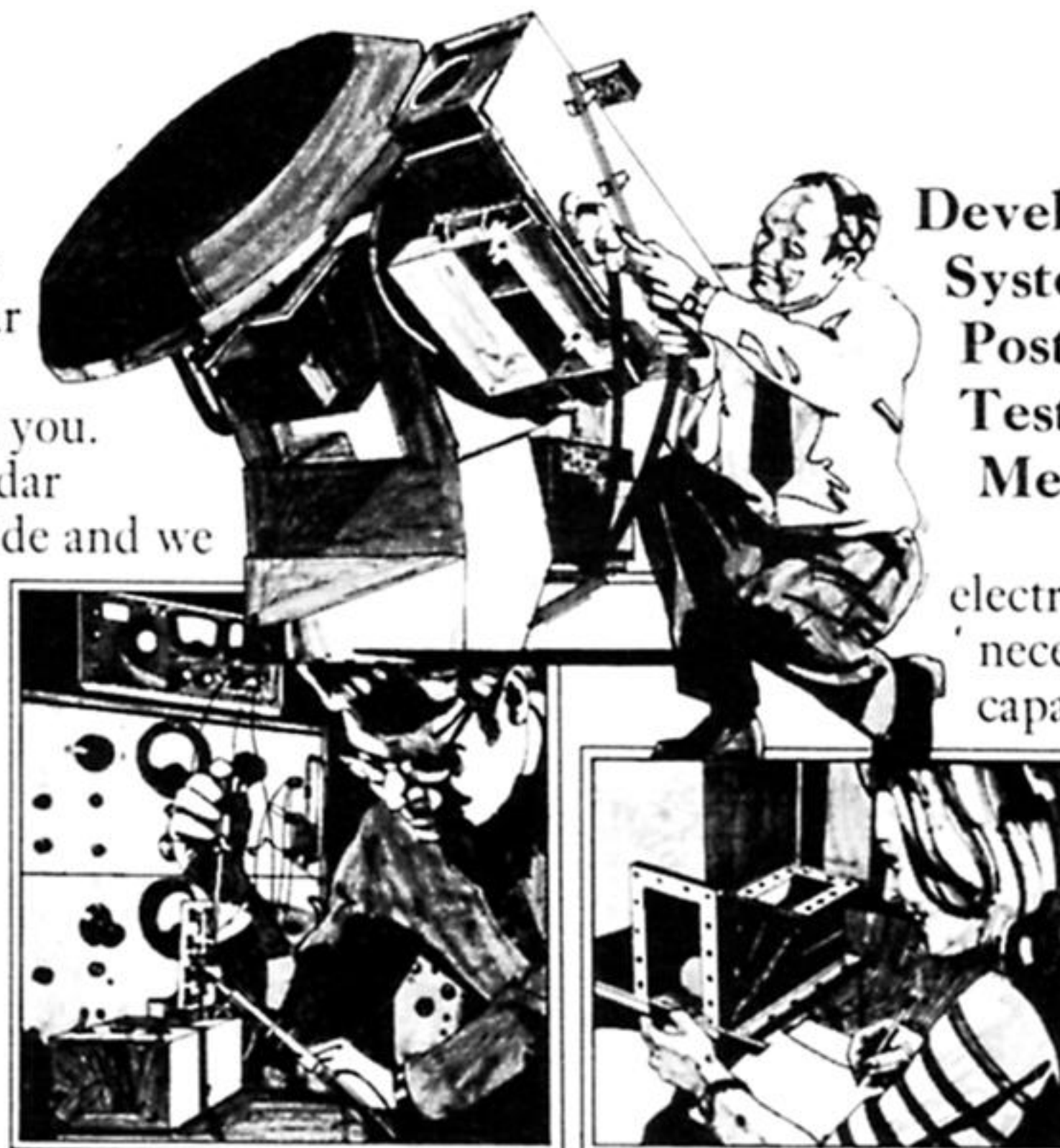
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For the Southall vacancy the male or female applicants should have completed an engineering apprenticeship or equivalent in Transport or Plant with at least 5 years' relevant experience. Knowledge of Civil Aviation procedures would be an advantage.

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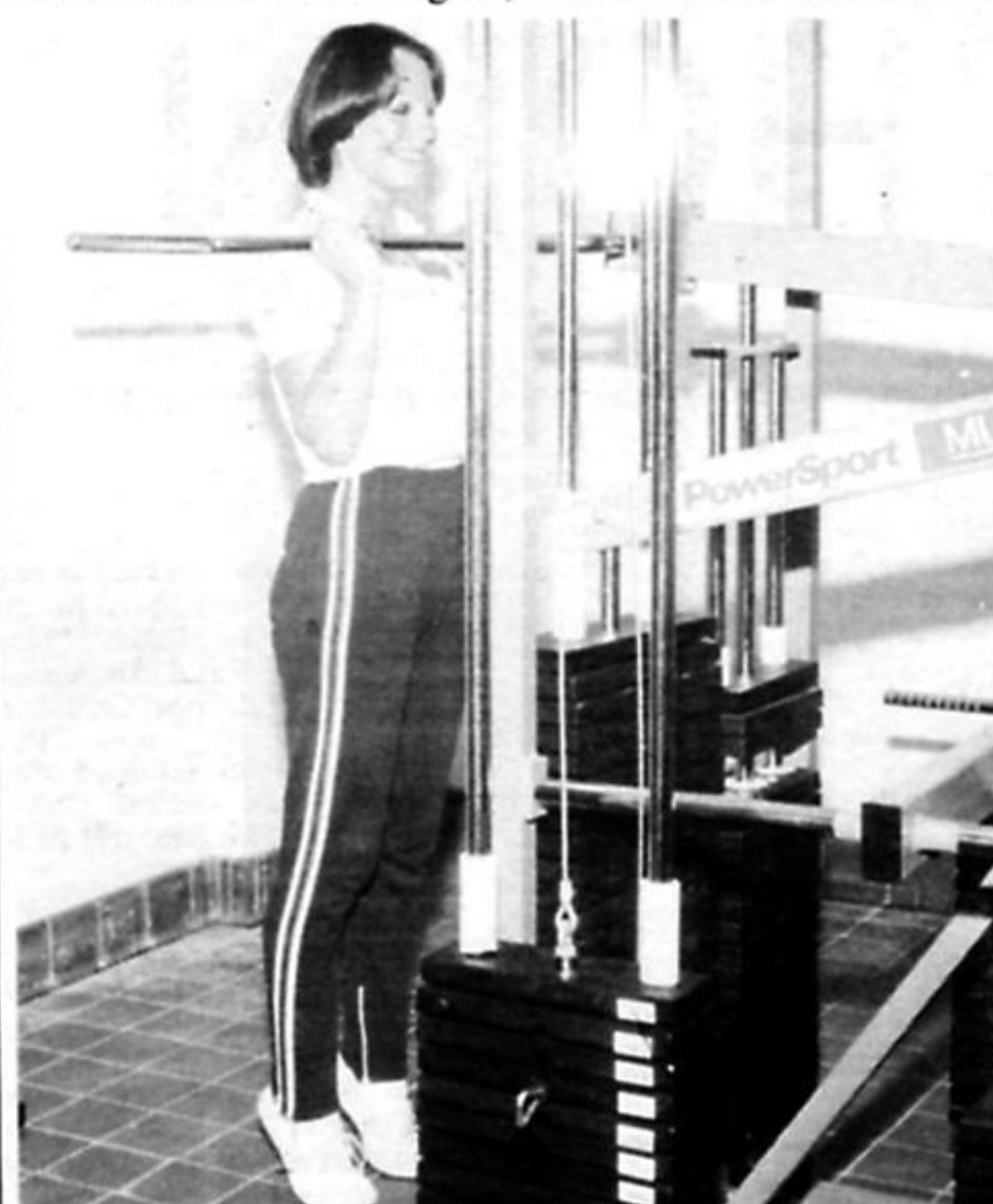
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DON'T REJECT THE WEIGHTS, SAYS COACH

Establishments that have had Multigyms installed should not return their weights, says Navy athletics coach RELMN(A) Trevor Walhen. The Multigym goes hand in hand with weights, but is no substitute for them.



Wren Sarah Topsom tries out the Multigym installed at H.M.S. Centurion.

The Multigym is a good conditioner and brings the benefits of strength and circuit training to sportsmen and women who would not normally go near a weights room.

But for those who require a lot of strength, especially leg strength, there is no substitute for weights.

While the Multigym is safe, easy to use, and requires little supervision to produce results, weights are still essential for the sports that demand gross or absolute strength, says RELMN(A) Walhen.

Anyone interested in learning more about weighttraining and how to apply it to their sport is advised to attend the advanced athletics proficiency course at Victory Stadium, Portsmouth, from March 6-10.

COURSE

Although designed mainly for athletes, the course will cover most sports on topics of training such as fitness, strength, mobility, skill and speed.

Those interested should contact RELMN(A) Walhen on Portsmouth Dockyard telephone extension 24132.

ASSISTANT G.W. SAFETY OFFICER

The Company has been awarded long term contracts for two new missile systems and as a direct consequence of this new work our Safety Department is seeking another Safety Officer.

The Safety Officer, who will be based at our Hatfield factory, will be involved in all aspects of Weapons Systems Safety including safety of the product from conception, through design, trials, manufacture and 'in service'.

Our need, therefore, is for a qualified engineer preferably chartered, with experience in two or more of the following: design, training or hazardous trials. In addition knowledge of MOD or Service procedures or some previous G.W. experience would be an advantage.

Generous relocation assistance is available in appropriate cases.

Please write with full relevant details to Mr B.R. Williams, Personnel Manager, at the following address:-

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SPORT

ADVENTURE TRAILS TO THE HORN

A series of frustrating breakages, including steering gear failure, were not helping Adventure as she battled round Cape Horn at the back of the Whitbread Round-the-world race fleet.

The steering gear had been repaired, as had the starter motor, but could not have failed to have some effect on the efficiency of the Joint Service entry.

As the yachts rounded the Horn — and H.M.S. Endurance — and began the run-in to Rio de Janeiro, Adventure's handicap position was a disappointing ninth. On the water she was reported to be right at the back of the fleet.

In the 1973-74 race, Adventure opted for a southerly course to the Horn and won the leg. This time the gamble came

unstuck. As the fleet split into southerly and northerly groups, the latter steadily pulled ahead in better sailing winds.

IMPROVING

From about the half-way stage, Adventure's winds were reported to be improving, and at one time her handicap position had improved to seventh. She rounded the Horn on January 20.

Due to reach Rio on February 4, Adventure had reported that all on board were fit and that many icebergs and whales had been sighted.

Skipper for the leg from Auckland to Rio is Cdr. Ian Bailey-Willmot. His crew of nine includes five members of the Royal Navy — Lieut. Philip Walters (819 Naval Air Squadron), and Lieut. Nigel Chambers (H.M.S. Superb), and CPOs John Kay (Joint Service Sailing Centre), John Giblett (JSSC) and Pony Moore (H.M.S. Defiance).

START DATE

The race committee proposes to start the fourth leg from Rio to Portsmouth in two groups on February 20 and 25. This will make Adventure's preparation time shorter than expected, but should cut down the gap between first and last boat at Portsmouth.

H.M.S. Endurance, the Navy's ice patrol ship, has reported sighting most of the Whitbread yachts shortly after they rounded the Horn. The Endurance became directly involved in the race when she transferred medical supplies by helicopter to the French yacht Neptune. A member of the Neptune's crew had sustained a bad hand injury.

FOURTH LEG

Meanwhile, Lieut.-Colonel Robin Duchesne's fourth leg crew was working up at the Joint Service Sailing Centre, and was expected to fly to Rio at the beginning of February.

The Navy is again well represented with two watch leaders and four other members of the crew. Lieut.-Cdr. Mark Kemmis-Betty (RNSC Greenwich) and CPO Andy Ritchie (H.M.S. Vernon) will share the watch-keeping duties with Capt. Barry Winfield of the Royal Artillery.

Other naval representatives are Sub-Lieut. Steve Kirby (Sub-Lieutenants' Course, H.M.S. Vernon), CPO Vic Morgan (H.M.S. Daedalus), PO Topsey Toner (H.M.S. Osprey) and REM Clive Vaughan (H.M.S. Arethusa).

(See picture in Page 1)

Top marks for water polo team

The Navy water polo team won their first tournament of 1978 in convincing style when they scored maximum points against Hampshire clubs Eastleigh, Southampton, Lymington and Bournemouth.

Captained by Sub-Lieut. David Wilson (H.M.S. Excellent), the team won despite a squad reduced by fire-fighting commitments. Coach Charlie Laws took advantage of the senior absentees by playing Navy juniors AB Adrian Noble (H.M.S. Vernon), REA App Walters (H.M.S. Collingwood) and Piggy Miers (H.M.S. Collingwood).

But with senior players such as CPO Nigel Foley (H.M.S. Euryalus), Mid Graham Jardine (H.M.S. Dryad), Lieut. Dave Auton (H.M.S. Dolphin) and Lieut. Pete Stephens (H.M.S. Daedalus) in the water, the Navy were able to press home their attacks.

TOP SCORER

Sub-Lieut. Wilson looks like retaining his 1977 record as top scorer for the Navy.

The team won all four of their games and scored 19 goals against seven conceded.

The RNASA course for swimming coaches is being held at H.M.S. Temeraire from March 6 to 23 under Navy coach CEL(A) Sandy Hindshaw. Enquiries should be made to him at H.M.S. Nelson, extension 24132.

Also at Temeraire are a swimming proficiency course (March 13-23) and a course for RNASA officials (March 20-23).

Second in shot

RELMN(A) Trevor Walhen was second to international shot putter Geoff Capes at the Cosford Games at R.A.F. Cosford, Staffs. The only Navy athlete competing at the annual indoor event, athletics coach Walhen recorded a good early season putt of 14.88m.



Portsmouth's R.N. Rowing Club is looking for new talent, especially among ratings serving afloat or ashore in the area. The club has recently benefited from £5,000 worth of new equipment purchased by the R.N. and R.M. Amateur

Rowing Association. Pictured in the club's new pair-double sculler are Lieut. Ian Riches and Lieut. Bill Crow, both of H.M.S. Collingwood. Open to R.N. and WRNS personnel, the club has its boathouse at Horsea Island.

Football fortune turns table on Navy squad

Football's whimsical way of turning form on its head produced two upside-down results for the Navy during January, writes Jack Sheppard.

First of all the team took advantage of H.M.S. Pembroke's superb facilities to beat the Amateur Football Alliance by two goals to nil, then crashed 4-1 against Wiltshire in the first of their South West Counties championship matches.

Team selector CPO Derek Godwin was concerned about his side's chances against a very strong A.F.A. Team, but need not have worried. The Navy shook off a four-week break — and Christmas leave — to win through goals by LPT Steve Littlefair (H.M.S. Nelson) and LPT Jimmy Stevenson (H.M.S. Collingwood).

BRILLIANT HEADER

Littlefair scored with a brilliant header from skipper LPT Tommy Johnson's pin-point cross.

MNE Frank Ovard (R.M. Deal) returned to the side after an absence of five games during which he was fire-fighting. He took a while to settle down, but in the second half produced the skill of which he is so capable.

With this win fresh in the player's minds, there were high hopes of a victory against Wiltshire at Victory Stadium, Portsmouth. Indeed, the Navy got off to a terrific start when LPT John Gwynn

(H.M.S. Tartar) set up a chance for CPOSA Jimmy Scott (H.M.S. Osprey) to put the Navy ahead after five minutes.

Thereafter the Navy made too many defensive errors and missed too many scoring opportunities to keep their lead. Wiltshire went in at half-time 2-1 up, and scored twice more in the second half.

Best naval reply came from a thunderous drive from 25 yards by POSA Dave Horton (H.M.S. Devonshire), but it hit the cross bar and seemed to confirm that it was not to be the Navy's day.

Recalled to the side for this game was Cpl Bill Sharp (H.M.S. Neptune), another player who has spent much of the season fighting fires.

YOUTH PREPARATIONS

The Youth team continues to prepare for the Inter-Service championships and the remainder of their South West Counties games. CPO Charlie Brown has arranged several fixtures in the Portsmouth area, and the final trials will be a series of matches in the Plymouth area.

Over the week-end January 21-22, matches will be played against Plymouth Argyle and the Devon Minor League.

Join the clubs, girls!

Does it matter if their crossed clubs badges are not yet stitched on? What counts is that Nuala Ahern and Carole McKenzie are the Navy's first girls to sport these distinctive badges and to qualify as Acting Petty Officer (Wrens) Physical Trainers.

Nuala (left) and Carole, seen with their instructor POPT Bernie Evans and Lieut.-Cdr Reg Varns (training officer, H.M.S. Temeraire), proved in training that they could meet the high standards of the Navy's PT branch.

MEASURING UP TO THE JOB

Nuala, as a PO(SA), and Carole, as a PO WTR(G), did a short sports assistants' course in Temeraire in 1975 and before returning there to complete an interim conversion course, worked in sports assistant billets in H.M.S. Neptune and H.M.S. Heron respectively. In each, they proved to any doubting (male) Thomases that they were very capable of measuring up to the job.

The pace they set is now being followed with enthusiasm. Last month saw the first intake of 14 potential Leading (Wrens) Physical Trainers join H.M.S. Temeraire.

Want to learn to ride?

If you want to learn to ride, the R.N. Equestrian Association may be able to help. It is offering courses for novices (April 23 to 29) and for those who wish to start showjumping at the new-comer level (May 1 to 6).

Cost of the courses will be £5 each, and preference will be given to RNEA members. Anyone interested should contact Lieut.-Cdr. C. Stannard, secretary of the RNEA, at the office of the Captain Weapons Trials, Whale Island, Portsmouth.



SPORT

R.N. BOXING CHAMPIONSHIPS, 1978

Flyweight — SEA C. Storey (H.M.S. Antrim), walkover.
Bantamweight — CEM M. Chance (H.M.S. Defiance) beat LS P. Jacobs (H.M.S. Antrim) pts.
Featherweight — AB M. Garrity (H.M.S. Temeraire) beat LS V. Christopher (H.M.S. Collingwood) pts.
Lightweight — RCT T. Marsh (CTCRM) beat MNE S. Taylor (42 Cdo R.M.) pts.
Light-welterweight — AB W. Green (H.M.S. Ajax) beat LS I. Dempster (H.M.S. Ajax) rsc 3.
Welterweight — AB R. Walsh (H.M.S. Nelson) beat RO M. Lescott (H.M.S. Dolphin), rsc 2.
Light-middleweight — AB N. Croombes (H.M.S. Collingwood), walkover.
Middleweight — NAM S. Willis (H.M.S. Daedalus) beat MNE A. Price (40 CDO R.M.) pts.
Light-heavyweight — AB T. Taylor (H.M.S. Vernon), walkover.
Heavyweight — SA R. Greenacre (H.M.S. Vernon) beat LAM J. Gough (H.M.S. Daedalus) tbc 2.
Team Championship — Portsmouth Command.

And so on to Aldershot

Having sorted out their own championships at H.M.S. Nelson, the Navy's boxers prepare to meet the old enemy, the Army, at Aldershot on February 2.

The Navy's 1978 championships were hard-hit by fire-fighting duties, and the Royal Marines were unable to enter a team for the inter-command trophy because of their commitments.

Organizers had a bit of a job to arrange final pairings, and with no preliminary contests possible, three boxers were awarded their titles on walkovers.

BEST BOUTS

Two best bouts of a somewhat lack-lustre evening were the feather and middleweight finals. AB Mick Garrity (H.M.S. Temeraire) held on to his featherweight belt despite the guile of LS Vic Christopher (H.M.S. Collingwood), who had come out of retirement for this repeat of the 1977 final.

But the loudest ovation of the night was given to NAM Steve Willis (H.M.S. Daedalus) and MNE Andy Price (40 CDO R.M.). Willie twice punched his way into command, only for the Marine to storm back with some tremendous counter-attacks.

The airman from Lee-on-Solent got a unanimous decision, and now has the chance to pick up a career seemingly ruined when his hands were badly burned nearly two years ago.

MARINE'S CLASS

There was no mistaking the class of Marine Recruit Terry Marsh (CTCRM) as he cruised to a points win over fellow Marine Steve Taylor (42 CDO).

Marsh was one of three boxers on view who were due to represent England against France in London on January 30. AB Wayne Green beat H.M.S. Ajax shipmate LS Ian Dempster, and AB Tom Taylor had only to step into the ring to receive his title on a walkover.

AB Nick Croombes (H.M.S. Collingwood), selected as an England reserve for the France match, also had a walkover, but revealed just a glimpse of his punching power in a special contest against Lieut. Bernie Bruen (H.M.S. Gavinton).

ANTRIM'S MEN

H.M.S. Antrim's two finalists had mixed fortunes. Flyweight SEA Cliff Storey had a walkover and won his special contest against a brave stand-in, RO1 Scouse Owen (H.M.S. Mercury), while LS Phoenix Jacobs could not raise his pace suffi-

ciently to beat outreached CEM Mick Chance (H.M.S. Defiance).

AB George Walsh (H.M.S. Nelson) started furiously against RO Mervyn Lescott (H.M.S. Dolphin) but looked fortunate to win the welterweight title when Lescott sustained a small cut in the corner of his left eye.

SA Roy Greenacre (H.M.S. Vernon) stopped LAM Joe Gough (H.M.S. Daedalus) in the heavyweight division to clinch the team trophy for Portsmouth Command.

INTERNATIONAL

On the international scene, AB Green followed his England debut against Rumania by out-pointing Scotland light-welterweight J. McCallister at Gloucester. England won 9-2.

Next big date in the Navy boxing squad's calendar is February 2, when the team travel to Aldershot to try to avenge last year's defeat by the powerful Army squad.

In the light of their surprising 6-4 defeat at the hands of the R.A.F. on January 19, the Army can confidently be expected to pull out all the stops against the Royal Navy.



AB Mick Garrity (right) and LS Vic Christopher square up during their featherweight contest. Garrity got a unanimous decision, and both men earned the congratulations of the referee.



Another contest to be praised by the referee was the middleweight final between NAM Steve Willis (right) and MNE Andy Price. Willis, seen here taking avoiding action as the Marine counters, also earned a unanimous decision.

Pictures: LA(Phot) Chris McDermott

Navy did not deserve this scoreline

A scoreline of Bristol 33, Royal Navy 13, did the Service side less than credit, writes Mike Vernon. Although Bristol thoroughly deserved the win, four of their tries might not have been allowed by another referee.

No apology is made for these strictures on the referee, who also allowed the rucks to continue far too long, with the attendant illegalities which this invariably brings.

That the spectators were able to enjoy a most attractive game in spite of the referee — reflects considerable credit on the players of both sides.

An early onslaught by the Navy led to Peter Piercy slotting over a penalty goal after four minutes, but Bristol equalized immediately when a very late Navy tackle was suitably punished.

The Navy looked lively with ball in hand, but suffered from an almost total lack of second-phase possession and were inaccurate with their line-kicking.

Cornwall by contrast used the wind in the first half with great skill and ran out eventual winners by 19 points to six. The county full back kicked two relatively simple penalty goals given for Navy offside offences, and a prodigious effort from 50 yards wide out.

CHARGED

Only other score of the first half also came from Cornwall when the county scrum half charged down a clearance kick, recovered quickly, and touched down from 15 yards.

Navy full back Lieut. Geoff Fabian heartened Navy supporters with two penalty goals in the second half. The second, awarded for obstruction 15 yards from the posts, might well have been more correctly given as a penalty try.

BROKEN ARM

The navy were unlucky to lose promising new centre Lieut. Chris Bryning with a broken forearm as a result of a tackle — cum — collision with another Navy player. But they fought courageously with splendid tackling and covering, until lack of fitness began to tell in the last quarter.

EXCITING

Bristol then produced some exciting handling rugby which was rewarded with three tries. One was scored from an offside position and another sprang directly from a blatant piece of obstruction on Alan Jones in midfield.

Even so, the 17-3 interval score did not exaggerate Bristol's superiority.

Bristol scored again from an imaginative tap penalty before Tansy Lea, replacing the injured Colin English, intercepted to score far out. It was also Lea's break in the dying minutes which led to the Navy's second try, scored by Clive Webb under the posts and converted by Piercy.

Unfortunately, between the two Navy scores, Bristol also scored a goal and a try, both from forward passes.

To the Navy's credit, they were in no way disheartened and their spirit, improved stamina and willingness to play adventurous rugby were most encouraging.

Royal Navy 6, Cornwall 19

Cornwall fielded a young and agile side against the Navy at the Rectory, Plymouth, for a match that produced bursts of extremely attractive rugby.

WHEN, WHAT AND WHERE

FEBRUARY

- 23 Jan-2 Mar — Boxing: RNBA advanced proficiency course (Portsmouth).
 1 — Hockey: RN v Cambridge University (Park Royal / Chatham); Soccer: RN v London University, 1415 (Motspur Park); Rugby: RNRU v Leicester, 1915 (Leicester); Ski: Inter-Service championships (St Moritz).
 2 — Boxing: RN v Army (CSBA championships) (Aldershot).
 3 — Squash: RN v Escorts (London).
 3-5 — Athletics: Coaching proficiency course (Victory Stadium).
 4 — Judo: National Young Men's Trials (Crystal Palace); Fencing: RN v Surrey (Portsmouth); Squash: Combined Services v Surrey (Aldershot); Rugby: Midlands Colts (England Area Trial) (Luton).
 5 — Hockey: RN v Purley (Purley); Hockey: RNU21 v Southampton University (USSC Portsmouth); Squash: Combined Services v BUSF (London).
 4-5 — Volleyball: Services Tournament (Women) (HMS Raleigh).
 8 — Rugby: RNRU v Oxford University, 1430 (Oxford); Soccer: RN v Civil Service, 1415 (Chiswick); Hockey: RNU21 v Oxford University Occasionals (Oxford).
 10 — Rifle shooting: RNRWSA v Civil Service (Daedalus).
 10-11 — Badminton: Inter-Command championships (HMS Sultan).
 11 — Swimming: RN v London Clubs (HMS Temeraire); Fencing: RNKO semi-finals and finals (Portsmouth); Badminton: RNWBA v Cambridge Club (Nuffield Club).

- 12 — Hockey: RNU21 v Cornwall (Brickfields Plymouth).
 13 — Rifle shooting: Inter Services Rifle Shooting; Swimming: RN v Portsmouth / Gosport (HMS Temeraire).
 14 — Hockey: RN v Civil Service (USSC).
 15 — Rugby: RNRU v Cambridge University, 1430 (Cambridge); Soccer: RN v Hibernians, 1430 (Scotland).
 16 — Boxing: RN v RAF (Chatham).
 16-17 — Table tennis: Inter Services (HMS Nelson).
 18 — Badminton: RN v Oxford University (HMS Sultan); Rugby: U19 RN v Bath (Yeovilton); Netball: RNWNA v Civil Service (London); Netball: RNWNA v East Dorset (Bournemouth).
 18-19 — Hockey: RN v Western Counties (Brickwoods).
 19 — Hockey: RNU21 v UC Cardiff (Lymington or Portsmouth); Volleyball: Volleyball Tournament (Swindon); Netball: RNWNA v Taunton (Heron); Hockey: RNWHA v Bishop Otter (Chichester); Rugby: RNU19 v Millfield (Street).

- 20-3 Mar — Boxing: RNBA Under-19 proficiency course (Portsmouth).
 22 — Soccer: RN v Hampshire, 1930 (Southampton); Rugby: RNRU v Civil Service, 1500 (Chiswick).
 22-24 — Squash: Inter Services tournament (RNEC Manadon).
 23-24 — Volleyball: RN Inter-Command championships (HMS Nelson).
 24 — Athletics: RN Cross country championships (HMS Dryad).
 24-26 — Athletics: Coaching proficiency course (Victory Stadium).
 25 — Swimming: RN Youth v Devon / Somerset (HMS Raleigh); Hockey: RNWHA v Southampton (Southampton); Rugby: RNRU v Harlequins, 1500 (Stoop).
 25-26 — Volleyball: RN v Putney v Polish YMCA (HMS Sultan); Soccer: RN v Bowden Brooklands (Cheshire).
 26 — Hockey: RNU21 v Sussex U21 (USSC Portsmouth).
 26 — Volleyball: RN v Putney 2 v Polish

YMCA (HMS Sultan); Hockey: RNWHA v Hampshire County A (US Ground, Portsmouth); Badminton: RNWBA v Cambridge Club (HMS Sultan).
 28 — Soccer: RN v Sussex, 1930 (Portsmouth).
 Feb-Mar — Rifle: Inter-Command small bore pistol match (Postal).

MARCH (1st week)

- 1-2 — Boxing: CSBA championships (Portsmouth).
 4 — Netball: RNWHA v East Dorset (HMS Nelson); Badminton: RNWBA v Winchester (HMS Mercury); Rugby: RNRU v Army, 1500 (Twickenham); Rugby: U19 RN v Army Juniors (Twickenham); Badminton: RN v Dorset (HMS Sultan); Soccer: FA County Youth Cup — Round 4; Netball: RNWNA v British Caledonian Airways (Nelson).
 4-5 — Fencing: Portsmouth Tournament (Portsmouth).
 5 — Badminton: RN v Berks (HMS Sultan); Hockey: RN v Old Kingstonians (Kingston); Netball: RNWNA v West Dorset (HMS Nelson); Hockey: RNU21 v Haris U21 (Southampton).
 5, 6, 7 — Badminton: Inter Services Badminton (Aldershot).
 6 — Soccer: Plymouth v Naval Air quarter final Inter-Command; Soccer: Portsmouth v Medway, Inter-Command tournament quarter finals.
 6-10 — Ski: RN Skiing championships; Athletics: Advanced coaching proficiency (Victory Stadium).
 6-23 — Swimming: RNASA coaches course (HMS Temeraire).

Holdsworth leads rifle competition

CPO D. Holdsworth (H.M.S. Collingwood) scored a possible 200 in Stage 1 of the 1978 R.N. short range smallbore rifle championship. He leads 38 qualifiers into Stage 2.

Cdr. P. F. Probert (H.M.S. Mercury) dropped a point to

score 199, and LAM J. McDermott scored 198. Cut-off point for the qualifiers was 190 or more.

Last day for Stage 2 shooting is February 12, after which the ten best aggregates from both stages will qualify for the final.

Ski team hard at work

A four-man Royal Navy ski team has been training at Val d'Isere in France for the Inter-Service Alpine ski championships due to be held at Ischgl, Austria, in the first week of this month.

The four men are Lieutenants Jolyon Ralston (42 Commando R.M.), Will Pedder (H.M.S. Iveston), and Richard Raikes (H.M.S. Dryad) and Sub-Lieut. Mark Rothwell (Goldsmith College, London).

The Royal Naval Skiing Championships, to be held at Cairnwell, Aberdeenshire, from March 6 to 10, will include a proficiency course, and a ladies' race for Wrens and naval wives.

Daedalus win at badminton

H.M.S. Daedalus gained a resounding victory in the inter-station team event at the Naval Air Command badminton championships. They finished well ahead of second-placed Yeovilton.

In the open events, Lieut. Chris Mydon and FCPO Bob Charlton (Yeovilton) caused an upset in the doubles final by beating the favourites, Lieut. Ian Pike and Lieut. Jan Larcombe of Daedalus.

Lieut. Pike beat PO Ed Hill in an all-Daedalus singles final.

Boat Show girls are hooked on the Navy!



The lads manning the Royal Navy stand at the London Boat Show (January 5-15) couldn't believe their luck when these lovely lasses wandered across from the pool feature and volunteered to be "rescued."

A Wessex search and rescue helicopter, with operational winch gear, was the main exhibit on the stand and visitors were invited to take part in SAR demonstrations. Each of the 5,000 people — including many V.I.P.s — "hooked by the Royal Navy" was given a colourful certificate as a memento.

The R.N. Hydrographic Department continued the search-and-rescue theme by showing how it helps yachtsmen, while the Royal Naval Sailing Association kept visitors up to date with the Whitbread Round the World yacht race by plotting the latest positions on a large map.

This stand will also feature at the Birmingham Boat Show from February 18 to 26.

Picture: POA(Phot) G. Wicks

REVIEW PHOTOS

Colour photographs of the Silver Jubilee Review of the Fleet were in great demand last year and many people were disappointed because they were unable to obtain prints.

Now here's the good news. Twelve colour photographs (10in. x 8in., unmounted) are to be made available to Service personnel. Each print will cost 50p. Unfortunately, the facility cannot be offered to the general public.

Details of ordering arrangements and examples of the photographs are to be sent to ships and establishments in the near future from Fleet Headquarters.

Firefighters catch up 'Thank you' fund tops £130,000

(Continued from Page 1)

Altogether about 4,640 men from the Royal Navy and 1,350 from the Royal Marines were involved in firefighting duties, providing the greatest percentage manpower from any of the Services. The R.N. Firefighting Schools gave instruction to a total of nearly 15,000 Servicemen.

The Navy men operating in the London area caught the national headlines during the closing weeks of the strike as they became involved in several major fires. In all, the 670 Navy men in London — mostly from establishments in the Portsmouth area — attended 650 incidents, while the specialist rescue teams there were called to nearly 200.

The ten-week strike produced

enough yarns to keep the R.N. firefighters "swinging the lamps" for years. South Essex rescue group, for instance, answered a call to a youth club fire said to have been started by a girl who "wanted to see the sailors."

Their calls "log" is, no doubt, echoed by that of many other naval firefighters, although there were differences from area to area. They rescued a man from a burning ninth-storey flat, recovered two bodies from a hotel room, dealt with a number of chip pans, paraffin heaters, and boilers, visited an acid factory, a computer complex full of carbon dioxide, a Borstal (with unbreakable windows), a school, a hospital, a mental home, and a chemical works.

SSAFA received more than £130,000 in response to a suggestion that contributions be sent to them for the benefit of Servicemen fighting fires and on duty in Northern Ireland, and their families. The Royal Navy's share of this total amounted to nearly £15,500.

SSAFA funds were aided by a donation of £1,000 from Anchor Butter in appreciation of Servicemen's efforts in saving their Tooley Street factory in London.



NEW WAY AHEAD FOR ENGINEERS

Some new titles, badges, and courses are on the way for ratings in the Engineering Branch after the approval by the Admiralty Board in January of plans mapping out the way ahead for the Branch. Major changes in design of weapons and propulsion and auxiliary systems over recent years lay behind recommendations made in 1975 in the Engineering Branch Study Report. Now, after detailed planning work, the foundations of the new structures of the Branch are being laid.

The changes will mean that some men will be working for a different department, but in general everyone will continue to carry out their present tasks. Assurances have been given that conditions of service and advancement prospects will be safeguarded.

The plans define the way ahead for the ME and WE sub-branches (both in General Service and Submarines). The WEs will be able to concentrate on weapons systems effectiveness, and the MEs to take full charge of ship systems where responsibility is at present shared between departments.

Changes affecting trained men and the organization in ships will take place over three or four years, beginning in late 1979, but some nuclear submarine organizations will change earlier. The total plan will take about 15 years to come into full effect.

The new structures will be fully detailed in a series of DCIs, in presentations, and in booklets. Under consideration are changes affecting the AE sub-branch and these will be announced later.

COMMUTATION OF PENSIONS

Arrangements for commutation of Service pensions are under review, it was stated in January in a written answer to a Parliamentary question. At the same time a previous answer was recalled that in the long term MOD would like to see parity of treatment between officers and other ranks / ratings over commutation.

The latest question asked what consideration the Secretary of State for Defence had given to amendments in the regulations concerning commutation of other ranks' pensions to bring them more into line with those affecting officers' pensions.

The R.A.F. Minister (Mr. James Wellbeloved) said, "We are reviewing future commutation arrangements in the light of certain provisions of the Finance Act 1970 and the Social Security Pensions Act 1975, and the desirability of bringing other ranks more in line with officers will be borne in mind."

Blake leads Springtrain exercises

Fifteen ships are taking part in the Springtime Fleet weapon training period in the Western Mediterranean and Eastern Atlantic, after passage exercise to the Gibraltar area.

Involved in the exercise, which continues until mid-February, are H.M.S. Blake, with the Flag Officer First Flotilla (Rear Admiral R. R. Squires) embarked; H.M.S. Hermes; four guided missile destroyers — London, Antrim, Devonshire and Kent; two frigates — Yarmouth and Arrow; two British submarines, Churchill and Oracle and the Dutch submarine Tijgerhaai.

Supporting the group are the Royal Fleet Auxiliary vessels Olna, Olmeda, Resource, and Stromness.

Inter-ships sports events are planned during visits to Gibraltar.

MUSEUM SHIP

H.M.S. Belfast, which has attracted more than two million visitors since she was moored in the Thames opposite the Tower of London, is to be taken over by the Imperial War Museum. The decision has been welcomed by the Trust which six years ago brought about the preservation of the Second World War cruiser, which now seems to have a guaranteed future. The Trust will continue in being.

ADMIRAL'S LECTURE

"Management, Leadership and Communications" is the title of this year's Colquhoun Lecture, to be given by Rear-Admiral W. J. Graham (Flag Officer Portsmouth and former commanding officer of H.M.S. Ark Royal), at the Royal Society of Arts, Adelphi, London, on Monday, February 13.

Invitations for the lecture, which is organized by the British Association of Industrial Editors, can be obtained (at £1 each) from John Makin, IH Publications, Ltd., Rapier House, Lamb's Conduit Street, London WC1N 3LJ.

'WARSHIP' ON RAILS

There is little likelihood that the name Ark Royal will ever be forgotten, but to give it a little extra immortality a locomotive was named after the aircraft carrier at Plymouth last month.

Capt. Ted Anson, the carrier's commanding officer, is pictured on Plymouth station presenting one of two gunmetal plaques to Mr. L. Lloyd, general manager of British Rail's Western Region.

The ten-year-old, Plymouth-based locomotive (far left) — No. 035 of the type 50 class — will sport the plaques and its newly-unveiled nameplate as it operates between Paddington and the West.

It is the first of the class to be named after a warship; a second is due to be named Dauntless at Reading station on March 16.

Farewell to Ark and her aircraft — centre pages.